



TRANSIT FINANCE WORKING GROUP (TFWG) MEETING AGENDA

WEDNESDAY, SEPTEMBER 4, 2013, 10:00 A.M. – 12:00 P.M.
METROCENTER, 3RD FLOOR, FISHBOWL CONFERENCE ROOM
101 EIGHTH STREET, OAKLAND, CA 94607

Estimated Time

Discussion Items

- | | |
|--|--------|
| 1. Introductions | 3 min |
| 2. Approval of August 7, 2013 Minutes | 2 min |
| 3. Legislative Update (<i>Rebecca Long, MTC</i>) | 5 min |
| 4. Section 5311 Non-urbanized Area Program Update* (<i>Kristen Mazur, MTC</i>) | 10 min |
| 5. New Freedom Cycle 5 Draft Program Guidelines* (<i>Kristen Mazur, MTC</i>) | 10 min |
| 6. Fund Estimate Revision* (<i>Adam Noelting, MTC</i>) | 10 min |
| 7. SRTP Update* (<i>Christina Hohorst, MTC</i>) | 10 min |
| 8. TPI Investment Program Round 2 Update* (<i>Craig Bosman, MTC</i>) | 5 min |
| 9. Revisions to FY13 and FY14 TCP Programs* (<i>Shruti Hari, MTC</i>) | 5 min |
| 10. FTA Grants Update** (<i>Glen Tepke, MTC</i>) | 5 min |

Information Items / Other Items of Business:

- | | |
|---|-------|
| 11. Prop 1B Update: Transit (PTMISEA) and Transit Security (CTSGP)* (<i>Kenneth Folan, MTC</i>) | 5 min |
| 12. TIP Update* (<i>Adam Crenshaw, MTC</i>) | 5 min |
| 13. FTA Ferry Grant Program NOFA* (<i>Glen Tepke, MTC</i>) | 2 min |
| 14. Recommended Future Agenda Items (<i>All</i>) | 2 min |

Next Transit Finance Working Group Meeting:

Wednesday, October 2, 2013
10:00 A.M. – 12:00 P.M.
Fishbowl Conference Room, MTC Metro Center

* = Attachment in Packet ** = Handouts Available at Meeting

Contact Glen Tepke of MTC at 510-817-5781 or gtepke@mtc.ca.gov if you have questions about this session.

1. Introductions

Jeffery Ballou (VTA) requested introductions from the attendees.

2. Legislative Update

Glen Tepke (MTC) reported that Congress has been working on FY 14 Department of Transportation appropriation bills. It was encouraging that both the house and senate versions of the bill funded formula programs at the full amounts authorized by Map-21, overall a 1.4% increase from FY13. However, congress failed to enact the bills before going into recess and might have to adopt an extension at the FY 13 levels. (Plan Bay Area projections use 2% whereas the TCP has a more conservative estimate of 1.4%.)

Adam Noelting (MTC) provided an update on 4th Quarter STA amounts. The overall statewide STA amounts were slightly less than the initial estimates. However, the share for MTC increased based on the revenue share based formula. A revision to the fund estimate including the new information will be provided in September. All the information is currently on the State Controller's website in greater detail.

MTC staff provided TDA guideline books (two per agency) available for working group members.

3. SRTP Update

Christina Hohorst (MTC) reported that staff intends to recommend funding for the seven largest operators to complete SRTPs. Small operators will not be required to produce full- or mini – SRTPs this year. The guidelines are largely the same and can be provided for any who need to review it. Comments are welcome. Operators are encouraged to contact Christina for assistance. Staff is also conducting rolling onboard surveys to make sure everyone is covered as the years go by and Shimon Israel will be the contact for the survey effort and related data.

4. TPI Guidelines

Kenneth Folan (MTC) introduced new MTC employee *Craig Bosman* who will be helping out with the RM2 Capital program as well as the TPI Investment program.

Craig sought input from the working group with the further development of the guidelines for the next round of TPI investment funding. Staff will work with transit operators to develop guidelines and release a call for projects late in 2013.

There is concern regarding the time limit of 18 months to construction being a tight turn around. Kenneth assured that the 18-month countdown starts when the project is amended into the TIP. In addition, if projects are close to the 18-month timeframe MTC staff can work with operators.

Todd Morgan (BART) expressed concern that round 1 of funding had put four of the big seven operators in a disadvantage. He suggests round two focuses on those four operators to help them catch up and leave the third round of funding as competitive.

Kenneth stated that under the Commission's direction the first round was mode specific focusing on major urban bus corridors, whereas round two has not been determined. Future rounds would consider other modes as well and staff is welcoming comments.

Semi-annual reports were done on the previous round and all five projects were on track for scope, schedule and budget, the projects have not yet hit construction. At this point staff is focusing on getting them to construction and operable in a timely manner.

5. New Freedom Cycle 5 Framework

Kristen Mazur (MTC) proposes to emphasize mobility management in Cycle 5. Examples were given as examples for mobility management projects. Kristen suggested providing a handout defining what a mobility management project is to anyone who is interested.

Cycle 5 are leftover funds from SAFETEA-LU and are still under the same guidelines.

6. MAP-21 Section 5310

Kristen Mazur (MTC) updated the working group on two activities that are currently taking place related to the newly consolidated section 5310 program. Feedback is welcomed and should be submitted to Kristen Mazur by Wednesday, August 14.

CTA had a small operator conference call regarding how to handle issues and how involved each MPO will be in the process.

Caltrans presented the administration of the new 5310 program as a choice between two models, to which MTC suggest a third model or “middle path”. A survey was given to MTC to vote for the region. Staff is confirming this and is welcome to any comments or votes any of the operators may have regarding the three options.

On a related note, small operators have heard that Caltrans may not be able to do vehicle procurement and it would have to be joint, which limit their options for procurement. This is still trying to be confirmed.

7. FTA Grants Update

Glen Tepke (MTC) provided a summary regarding the status of all grants for which MTC has provided concurrence letters in FY13.

8. Prop 1B Update

Kenneth Folan (MTC) reported on upcoming Prop 1B deadlines:

- Pre-performance reports due to CalEMA by April 30, 2013
- PTMISEA program expenditure plans due to Caltrans by June 30, 2013
- Allocation requests for all years of funding due to Caltrans by July 30, 2013

Kenneth also reminded the group to submit their semi-annual reports by August 15, 2013 on all projects that have received an allocation and have not submitted a close-out report. Caltrans is holding up any new allocation requests unless all paperwork for previous requests are completed.

9. TIP Update

Adam Crenshaw (MTC) that the 2013 TIP is still going through the approval process. Staff is hoping to get final approval by the end of August. A tentative 2013 TIP revision schedule was provided.

10. Recommended Future Agenda Items/Other

None.

TRANSIT FINANCE WORKING GROUP (TFWG)

MEETING MINUTES –AUGUST 7, 2013

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Next Transit Finance Working Group Meeting:

Wednesday, September 4, 2013

10:00 AM – 12:00 PM

MTC, Fishbowl Conference Room

101-8th St, Oakland 94607



**METROPOLITAN
TRANSPORTATION
COMMISSION**

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Memorandum

TO: Transit Finance Working Group

DATE: September 4, 2013

FR: Kristen Mazur

RE: Section 5311 Nonurbanized Area Formula Update

Background

In November 2011, MTC revised the Section 5311 Nonurbanized Area Formula Program Funding Objectives and Criteria to replace the priority ranking system with a formula distribution system (see MTC Resolution No. 4036, attached). Under the formula system, 50 percent of the funds are distributed according to the nonurbanized area population served (i.e., the number of nonurbanized area residents that live within three-quarters of a mile of the operators' transit stops) and 50 percent of the funds are distributed according to the number of route miles provided in the nonurbanized area. The formula system was used to allocate the funds for the subsequent two-year grant cycle (FY 2012 and FY 2013).

Proposed Formula Update

The existing formula is based on 2000 Census data and 2009 transit route data from the Regional Transit Database (RTD). With the release of the new 2010 Census data, MTC staff is proposing to update the Section 5311 formula. In addition to using new Census data, the proposed update will use transit route data from the 2012 RTD.

The table on the next page summarizes the percentages in the existing formula, the percentages to be used in the proposed formula, and notes which operators have not historically requested FTA Section 5311 funds. Attachment 1 shows the detailed formula factors.

In this update, staff is proposing that, in order to be included in the formula, operators must serve at least 3,000 nonurbanized area residents *or* provide at least 20 nonurbanized area route miles of service. Note that the proposed nonurbanized area population threshold (3,000) is higher than that used in the original formula (1,000).

Staff is not proposing to make any changes to the policies that accompany the formula system, including the following:

- (a) Recipients will be required to prioritize the replacement of capital equipment. If recipients request funds for operations, they will be required to submit documentation explaining why the funds are not needed for basic capital. This is consistent with the historical 5311 policy, which identified capital replacement as the highest priority.

- (b) If an operator does not want to participate in the 5311 program (e.g., if the operator's 5311 share is so small that the administrative effort required to apply for and report on the funds outweighs the benefits to the operator), then they will not submit Section 5311 project justification sheets, and MTC will not program any funds to that operator.

During the first two years of the formula-based policy (the FY 2012 & FY 2013 grant cycles), recent 5311 recipients (i.e., those who received funds in FY2007 through FY2011) were guaranteed a minimum award based on a percentage of their historical average award. That transition period is now complete and staff does not propose to continue minimum award adjustments. Note that in the second year of the transition period (FY 2013), no transit operators' amounts were affected by the minimum award policy.

FTA Section 5311 Original Formula vs. Proposed Formula

Operator	Combined Population & Route Miles Percentage		Note
	Original Formula (2000 Census & 2009 RTD)	Proposed Formula (2010 Census & 2012 RTD)	
AC Transit	7%	3%	a
CCCTA	3%	3%	a
LAVTA	3%	2%	
Marin Transit	11%	12%	c
<i>Marin Transit (Local Service)</i>	8%	8%	
<i>West Marin Stagecoach</i>	2%	4%	
NCTPA	12%	12%	
Petaluma Transit*	1%	-	a,b
SamTrans	8%	9%	
Santa Clara VTA	7%	5%	
Santa Rosa CityBus*	1%	-	a,b
Solano Transportation Authority	20%	23%	d
<i>Dixon</i>	5%	11%	
<i>Fairfield and Suisun Transit</i>	9%	6%	
<i>Rio Vista</i>	4%	4%	
<i>SolTrans (Vallejo/Benicia)</i>	2%	1%	
<i>Vacaville City Coach</i>	1%	0%	
Sonoma County Transit	21%	28%	
TriDelta Transit	5%	4%	a
Union City Transit*	1%	-	a,b
WestCAT*	1%	-	a,b
Total	100%	100%	

Notes:

(a) Operator has not historically requested FTA Section 5311 funds.

(b) Operator did not meet the minimum threshold to be included in the 2013 formula (Non UA Population > 3,000 or Non UA Route Miles >20).

(c) The Marin Transit amount is the sum of the Marin Transit (Local Service) and West Marin Stagecoach amounts. Marin Transit will determine which service will use the 5311 funds.

(d) The Solano Transportation Authority (STA) amount is the sum of the Dixon, Fairfield and Suisun Transit, Rio Vista Delta Breeze, SolTrans, and Vacaville amounts. STA will work with these operators to determine individual shares.

Next Steps

In a normal funding year, we typically receive the Section 5311 call for projects from Caltrans in October, and the regional program of projects and project applications are due by December 31. Given this schedule, MTC staff will bring the revised formula to the Programming and Allocations Committee in October in order to finalize the changes in advance of the FY 2014 and FY 2015 Call for Projects.

If you have any questions or comments regarding the proposed formula update, please contact Kristen Mazur at 510-817-5789 or kmazur@mtc.ca.gov by Wednesday, September 11, 2013.

Attachment 1. 2013 Update to the Section 5311 Nonurbanized Area Formula

Transit Operator	Original Formula					Updated Formula				
	2000 Census and 2009 RTD					2010 Census and 2012 RTD				
	Non UA Population within 3/4-mile of transit stops ¹		Non UA Route Miles ²		Combined Population and Route Miles	Non UA Population within 3/4-mile of transit stops ¹		Non UA Route Miles ²		Combined Population and Route Miles
	Population	Percentage	Miles	Percentage	Percentage	Population	Percentage	Miles	Percentage	Percentage
AC Transit	23,057	9%	250	5%	7%	8,272	4%	33	2%	3%
CCCTA	10,827	4%	70	1%	3%	11,311	5%	8	0%	3%
LAVTA	8,028	3%	116	2%	3%	6,845	3%	29	2%	2%
Marin Transit ³	16,401	7%	765	15%	11%	16,993	8%	283	17%	12%
<i>Marin Transit (Local Service)</i>	9,722	4%	659	13%	8%	9,923	5%	196	12%	8%
<i>West Marin Stagecoach</i>	6,679	3%	106	2%	2%	7,070	3%	87	5%	4%
NCTPA ⁵	20,668	8%	831	17%	12%	26,713	12%	199	12%	12%
Petaluma Transit	2,953	1%	10	0%	1%	See below				
SamTrans	22,412	9%	344	7%	8%	21,741	10%	130	8%	9%
Santa Clara VTA	20,174	8%	307	6%	7%	8,061	4%	94	6%	5%
Santa Rosa CityBus	4,143	2%	2	0%	1%	See below				
Solano Transportation Authority ⁴	44,090	18%	1075	21%	20%	41,935	19%	437	26%	23%
<i>Dixon⁷</i>	13,099	5%	242	5%	5%	24,743	11%	190	11%	11%
<i>Fairfield and Suisun Transit</i>	17,030	7%	514	10%	9%	10,868	5%	132	8%	6%
<i>Rio Vista</i>	6,939	3%	244	5%	4%	4,274	2%	91	5%	4%
<i>SolTrans (Vallejo/Benicia)</i>	4,662	2%	63	1%	2%	1,446	1%	24	1%	1%
<i>Vacaville City Coach</i>	2,360	1%	11	0%	1%	604	0%	1	0%	0%
Sonoma County Transit ⁶	55,337	22%	986	20%	21%	63,645	29%	435	26%	28%
TriDelta Transit	15,623	6%	222	4%	5%	13,298	6%	29	2%	4%
Union City Transit	2,673	1%	4	0%	1%	See below				
WestCAT	3,745	1%	45	1%	1%	See below				
Regional Total	250,131	100%	5,026	100%	100%	218,814	100%	1,678	100%	100%

The following operators are excluded from the formula (Non UA Population <3,000 and Non UA Route Miles < 20) Note: in the 2013 update, the minimum threshold for Non UA population was increased from 1,000 to 3,000

Transit Operator	Original Formula		Updated Formula		Notes:
	2000 Census & 2009 RTD		2010 Census & 2012 RTD		
	Non UA Population	Non UA Route Miles	Non UA Population	Non UA Route Miles	
AC Transit (Transbay Service)	0	15	see above	-	In the 2013 formula update, AC Transit's Local and Transbay services were combined
ACE-Altamont Commuter Express	660	0	-	-	
Air BART	-	-	2	0	In the 2013 formula update, American Canyon Transit was included with the NCTPA services
American Canyon Transit	0	3	see above	-	
Amtrak	-	-	221	0	
BART	816	0	394	0	
Caltrain	298	0	274	0	
Capitol Corridor Intercity Rail	942	0	-	-	
Dumbarton Express	484	15	169	19	
Emery Go-Round	-	-	92	0	
Petaluma Transit	see above	-	2,514	0	Petaluma Transit moved from the formula to the "excluded from formula" section in 2013 update
San Francisco Municipal Railway	289	13	98	10	
Santa Rosa CityBus	see above	-	1,716	0	Santa Rosa moved from the formula to the "excluded from formula" section in 2013 update
Stanford Marguerite Shuttle	653	12	-	-	
Union City Transit	see above	-	387	0	Union City Transit moved from the formula to the "excluded from formula" section in 2013 update
WestCAT	see above	-	2,726	17	WestCAT moved from the formula to the "excluded from formula" section in 2013 update

¹ For routes that offer flag stop service, the population calculation includes all of the nonurbanized area population within 3/4-mile of the entire route, rather than the population within 3/4-mile of the bus stops.

² The methodology used to calculate Non UA route miles was modified for the 2013 formula update. In the original formula, the non UA route miles calculation included multiple variations of the same route. In the formula update, the non UA route miles for each route were counted just once in each direction.

³ The Marin Transit amount is the sum of the Marin Transit (Local Service) and West Marin Stagecoach amounts. Marin Transit will determine which service will use the 5311 funds.

⁴ The Solano Transportation Authority (STA) amount is the sum of the Dixon, Fairfield and Suisun Transit, Rio Vista Delta Breeze, SolTrans, and Vacaville amounts. STA will work with these operators to determine individual shares.

⁵ NCTPA includes American Canyon Transit, St. Helena VINE, Napa VINE, Yountville Shuttle. Population calculation includes Calistoga Shuttle service area.

⁶ Sonoma County Transit population calculation includes Healdsburg Transit service area

⁷ Dixon does not have fixed route services, only dial-a-ride service. The Dixon mileage estimate (190 miles) assumes that 11 percent of the Bay Area's total 1,678 nonurbanized route miles are in Dixon, which is consistent with the fact that 11 percent of the Bay Area's nonurbanized population (2010 census) lives in Dixon.

Date: November 16, 2011
W.I.: 1512
Referred By: PAC

ABSTRACT

Resolution No. 4036

This resolution adopts the Federal Transit Administration (FTA) Section 5311 Nonurbanized Area Formula Program Funding Objectives and Criteria for the San Francisco Bay Area.

The resolution includes the following attachment:

Attachment A - FTA Section 5311 Nonurbanized Area Formula Program Funding
Objectives and Criteria for the San Francisco Bay Area

Further discussion of this action is contained in the MTC Programming and Allocations Committee Summary sheet dated November 9, 2011.

Date: November 16, 2011
W.I.: 1512
Referred By: PAC

Re: Federal Transit Administration (FTA) Section 5311 Nonurbanized Area Formula Program Funding Objectives and Criteria for the San Francisco Bay Area

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4036

WHEREAS, the Metropolitan Transportation Commission (MTC) is the regional transportation planning agency for the San Francisco Bay Area pursuant to Government Code sections 66500 et. seq.; and

WHEREAS, MTC is the designated metropolitan planning organization (MPO) for the nine-county San Francisco Bay Area; and

WHEREAS, the U.S. Department of Transportation (DOT) has adopted rules and regulations (23 CFR 450 and CFR 613) which require that the MPO, in cooperation with the state and publicly-owned operators of mass transportation services, carry on a continuing, cooperative and comprehensive transportation planning process that results in plans and programs consistent with the comprehensively planned development of the urbanized area, as a condition to the receipt of federal capital or operating assistance; and

WHEREAS, Section 5311 Title 49 of the United States Code (formerly Section 18 of the Federal Transit Act (FTA) provides a formula grant program for public transportation projects in areas other than urbanized areas (49 U.S.C. Section 5311); and

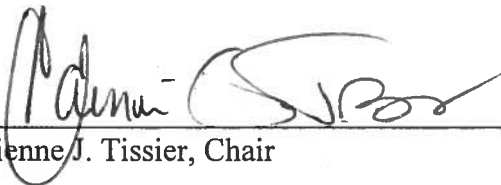
WHEREAS, MTC has developed, in consultation with interested transportation providers, the FTA Section 5311 Nonurbanized Area Formula Program Funding Objectives and Criteria for the San Francisco Bay Area, attached hereto as Attachment A, and incorporated herein as though set forth at length; now, therefore, be it

RESOLVED, that MTC adopts the FTA Section 5311 Nonurbanized Area Formula Program Funding Objectives and Criteria for the San Francisco Bay Area as provided in Attachment A; and be it further

RESOLVED, that MTC will use these funding objectives and criteria to program MTC's regional apportionment of FTA Section 5311 Nonurbanized Area Formula Program funds; and be it further

RESOLVED, that the Executive Director of MTC shall forward a copy of this Resolution, and such other information as may be required, to such other agencies as may be appropriate.

METROPOLITAN TRANSPORTATION COMMISSION



Adrienne J. Tissier, Chair

The above resolution was entered into by
the Metropolitan Transportation Commission
at a regular meeting of the Commission held in
Oakland, California, on November 16, 2011.

Date: November 16, 2011
W.I.: 1512
Referred By: PAC

Attachment A
Resolution No. 4036
Page 1 of 5

**FTA Section 5311 Nonurbanized Area Formula Program
Funding Objectives and Criteria
for the San Francisco Bay Area
Metropolitan Transportation Commission**

I. Funding Principles for the Section 5311 Program

The funding principles are intended to guide our funding decisions and establish the basis for developing the programming process. The funding principles for the Section 5311 program are as follows:

1. *Maintain existing needed transit services:* MTC dedicates capital and operating funds for essential projects and programs in an effort to maintain needed existing transit services.
2. *Provide a reliable, equitable and flexible program:* MTC will use a formula distribution system in an effort to provide a reliable and equitable level of funding to transit operators each year. Policy guidelines will accompany the formula in order to give operators flexibility in selecting projects that are consistent with regional priorities.
3. *Fund basic capital requirements:* MTC will require recipients to prioritize the replacement of capital equipment. If recipients request funds for operations, they will be required to submit documentation explaining why the funds are not needed for basic capital.
4. *Maintain a multi-year program of projects:* In order to foster planning it is important that MTC continue to program projects on a multi-year basis, within the constraints of available federal funding programs and subject to changes within those programs. Whenever possible, MTC will adopt a two-year program, with annual adjustments to constrain the program to the available revenues. Each year's program will only be added to the TIP when actual revenues are apportioned by Caltrans.
5. *Maintain Timely Use of Funds Policy:* The Caltrans policy requires that all FTA Section 5311 funds be obligated within two years of programming or the funds will be lost to the region. In order to avoid lost funds to the region, MTC reserves the right to only program funds to those agencies that have submitted their prior year's 5311 application and quarterly reports to Caltrans satisfactorily and in a timely manner.

II. Funding Formula, Policy Guidelines and Screening Criteria

A. Funding Formula

Funds will be distributed to transit operators according to each operator's nonurbanized area population and nonurbanized area route miles. The formula will distribute half of the funds according to the nonurbanized area population served (i.e., according to the number of nonurbanized area residents that live within three-quarters of a mile of the operators' transit stops) and the other half of the funds according to the number of route miles provided in the nonurbanized area. The table below shows the formula distribution. Population data for the proposed formula is based on the 2000 Census.

FTA Section 5311 Formula Distribution¹

Transit Operator	Non UA Population (2000) within 3/4-mile of transit stops		Non UA Route Miles		Combined Population and Route Miles Percentage
	Population	Percentage	Miles	Percentage	
AC Transit	23,057	9%	250	5%	7%
CCCTA	10,827	4%	70	1%	3%
LAVTA	8,028	3%	116	2%	3%
Marin Transit ²	16,401	7%	765	15%	11%
NCTPA	20,668	8%	831	17%	12%
Petaluma Transit	2,953	1%	10	0%	1%
SamTrans	22,412	9%	344	7%	8%
Santa Clara VTA	20,174	8%	307	6%	7%
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Solano Transportation Authority ³	44,090	18%	1075	21%	20%
Sonoma County Transit	55,337	22%	986	20%	21%
TriDelta Transit	15,623	6%	222	4%	5%
Union City Transit	2,673	1%	4	0%	1%
WestCAT	3,745	1%	45	1%	1%
Total	250,131	100%	5,026	100%	100%

¹ Note: This distribution does not include the proposed minimum award adjustments for FY2012 and FY2013.

² The Marin Transit amount is the sum of the Marin Transit (Local Service) and West Marin Stagecoach amounts. Marin Transit will determine which service will use the 5311 funds.

³ The Solano Transportation Authority amount is the sum of the Dixon, Fairfield and Suisun Transit, Rio Vista Delta Breeze, SolTrans (Vallejo Transit & Benicia Breeze), and Vacaville amounts. The Solano Transportation Authority (STA) will work with these operators to determine individual shares.

B. Policy Guidelines

The following policies will accompany the formula system:

1. *Capital Priority.* Recipients will be required to prioritize the replacement of capital equipment, with top priority for capital assets needed to maintain needed existing transit services. If recipients request funds for operations, they will be required to submit documentation explaining why the funds are not needed to maintain or replace capital equipment. Furthermore, if recipients request funds for operations expansions,

they will be required to submit documentation explaining why the funds are not needed to maintain existing transit operations.

2. *Project Justification Sheets.* MTC will program funds only to those operators who submit Section 5311 project justification sheets during the Call for Projects. The Section 5311 project justification sheets will contain basic project information, including project title, brief project description, project type, contact information, total project cost, local match amount and funding source, prior programming information (if the project is already included in the TIP), screening criteria, and, for operations requests, an explanation of why the funds are not needed for basic capital. If an operator does not want to participate in the 5311 program (e.g., if the operator's 5311 share is so small that the administrative effort required to apply for and report on the funds outweighs the benefits to the operator), then they will not submit Section 5311 project justification sheets, and MTC will not program any funds to that operator.
3. *Minimum award during a transition period.* During the first two years of the new formula-based policy, recent 5311 recipients (e.g., those who received funds in FY2007 through FY2011) will receive the following minimum awards:
 - (a) In the **FY2012** Grant Cycle, transit operators who received 5311 funds in FY2007 through FY2011 will receive no less than **80 percent** of their average award during the FY2007 through FY2011 period
 - (b) In the **FY2013** Grant Cycle, transit operators who received 5311 funds in FY2007 through FY2011 will receive no less than **40 percent** of their average award during the FY2007 through FY2011 period

C. Project Screening Criteria

The project screening criteria are intended to eliminate projects that do not meet minimum program standards. MTC will review each applicant's Project Justification Sheets to ensure that each project proposed for the Section 5311 program of projects meets the following criteria:

1. *Availability to the general public.* Section 5311-funded services may be designed to maximize use by members of the general public who are transportation disadvantaged persons, including elderly and disabled persons, however such services should be open to the general public, or part of an array of public transit services, such as ADA complementary services.
2. *Identified local match.* The applicant must identify a funding source for the minimum required local match. The minimum local match is 44.67% for operations projects, and 11.47% for capital projects.

3. *Identified and documented need for a project.* The need for a particular project must be adequately documented and justified on the Section 5311 project justification sheets (e.g., if an operator is requesting funds to replace a vehicle, the existing vehicle to be replaced must meet the asset replacement age). If the applicant prepares a Short Range Transit Plan (SRTTP), the project should be identified and justified in the plan.
4. *Project readiness.* The applicant must be prepared to submit an application for the project and be ready to implement/construct the project in the year indicated in the program of projects. If funds for a project are not applied for in the year they are programmed, future programming of federal funds for that project and applicant could be jeopardized.
5. *Consistency with Regional Transportation Plan (RTP).* The applicant must confirm that the project is consistent with the region's Long Range Plan in effect at the time of the application.

III. Fund Programming and Project Review Process

The steps in developing the region's Section 5311 program of projects are outlined as follows.

MTC will issue a Call for Projects every two years, and will adopt a two-year program. MTC will make annual adjustments to constrain the program to the available revenues. Each year's program will only be added to the TIP when actual revenues are apportioned by Caltrans.

A. Call for Projects Year (first year of two-year program)

- MTC receives estimate of available Section 5311 funding for the first program year from Caltrans. MTC will estimate the amount of Section 5311 funding available for the second program year.
- MTC uses the funding formula to estimate the amount of Section 5311 funds available to each transit operator, based on the assumption that all eligible operators will submit proposed projects.
- MTC notifies all potential Section 5311 applicants of the amount of Section 5311 funds available, including fund estimates by transit operator, and requests that projects be proposed (in project justification sheets) for the program of projects.
- For each proposed project, applicants complete and submit Section 5311 Project Justification Sheets to MTC.
- MTC staff reviews proposed projects and develops a preliminary program of projects. If there are remaining Section 5311 funds (i.e., if some eligible operators did not submit Project Justification Sheets), MTC will use the funding formula to distribute the

remaining balance to the operators that proposed projects. MTC will confer with applicants to finalize the program of projects.

- The program of projects is presented to and considered by MTC's Programming and Allocations Committee.
- If approved by the Committee, the program of projects is presented to and considered by MTC's full Commission and upon approval is forwarded to Caltrans.
- When actual revenues are apportioned by Caltrans, MTC will make adjustments (if needed) to constrain the program to the available revenues and add the first year projects to the Transportation Improvement Program (TIP)

B. Adjustment year (second year of two-year program)

- MTC receives estimate of available Section 5311 funding for the second program year from Caltrans.
- MTC will make adjustments (if needed) to constrain the program to the available revenues. Staff will confer with operators if adjustments are needed.
- If there are changes to a project in the current program (e.g., scope of project, costs, etc.), a revised project justification sheet should be completed and sent to MTC.
- The revised program of projects is presented to and considered by MTC's Programming and Allocations Committee.
- The revised program of projects is presented to and considered by MTC's full Commission and upon approval is forwarded to Caltrans.
- MTC will add the second year projects to the Transportation Improvement Program (TIP).

In any year, operators are responsible for submitting their own applications to Caltrans. MTC will assist with the Regional Agency/Transportation Planning Agency (TPA) Certifications and Assurances as needed.



METROPOLITAN
TRANSPORTATION
COMMISSION

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Memorandum

TO: Transit Finance Working Group

DATE: September 4, 2013

FR: Kristen Mazur

RE: New Freedom Cycle 5 Draft Program Guidelines

The Federal Transit Administration's (FTA) New Freedom Program provides grants for new capital and operating projects aimed at reducing transportation barriers faced by individuals with disabilities beyond the requirements of the Americans with Disabilities Act of 1990.

As discussed at the August 7th TFWG meeting, MTC has completed four cycles of New Freedom funding, and has approximately \$2.0 million in FY12 New Freedom large UA funds that will be programmed as part of the upcoming fifth grant cycle. Consistent with the updated Coordinated Plan, MTC staff is proposing to emphasize mobility management in Cycle 5. Staff is also proposing to set aside a portion of the Cycle 5 administrative funds to conduct a regional mobility management Roadmap study.

The draft Cycle 5 program guidelines are attached for your review. The program guidelines will be presented to the Programming and Allocations Committee for consideration at their September 11th meeting.

Please contact Kristen Mazur at kmazur@mtc.ca.gov or (510) 817-5789 with questions or comments.



METROPOLITAN
TRANSPORTATION
COMMISSION

New Freedom Cycle 5 Program Guidelines for Large Urbanized Areas

DRAFT 8/26/2013

**METROPOLITAN TRANSPORTATION COMMISSION
NEW FREEDOM CYCLE 5 PROGRAM GUIDELINES
FOR LARGE URBANIZED AREAS
DRAFT 8/26/13**

The following guidelines are excerpted from Federal Transit Administration (FTA) Circular C 9045.1, the *New Freedom Program Guidance and Application Instructions*, except where modified to meet the region's needs or where additional clarification is provided. The FTA Circular is available at www.fta.dot.gov/laws/circulars/leg_reg_6624.html. MTC's Program Management Plan for New Freedom can be found at http://www.mtc.ca.gov/funding/FTA/RES-3986_approved.pdf.

1. **INTRODUCTION.** In March 2013, MTC completed and adopted an updated Coordinated Public Transit – Human Services Transportation Plan (Coordinated Plan). Pursuant to federal requirements, projects funded through the New Freedom program and two other FTA programs (Section 5316 Job Access Reverse Commute program and Section 5310 Elderly Individuals and Individuals with Disabilities) must be derived from a Coordinated Plan. FTA describes the Coordinated Plan as a “unified, comprehensive strategy for public transportation service delivery that identifies the transportation needs of individuals with disabilities, older adults, and individuals with limited income, laying out strategies for meeting these needs, and prioritizing services.”

In the 2013 update to the Bay Area's Coordinated Plan, in addition to considering which projects or solutions could directly address transportation gaps for seniors, low-income persons and persons with disabilities, the planning effort also considered how best to coordinate services so that existing resources can be used as efficiently as possible. One of the key coordination strategies was to strengthen mobility management throughout the Bay Area, by:

- Identifying and designating Consolidated Transportation Service Agencies (CTSAs) to facilitate subregional mobility management and transportation coordination efforts
- Providing information and managing demand across a family of transportation services
- Coordinating advocacy with human service agencies to identify resources to sustain coordinated transportation service delivery

As recommended in the Coordinated Plan Update, **MTC is prioritizing the New Freedom Cycle 5 funds for implementing projects and activities consistent with the mobility management strategies detailed in Chapter 8 of the plan, available at www.mtc.ca.gov/planning/pths/.**

All activities that meet federal eligibility requirements, as described in section 9 below, are eligible to receive funding in this call for projects, including mobility management, operations and capital projects; however, in the New Freedom Cycle 5 application form and scoring criteria, there is increased emphasis on mobility management and coordination. Refer to Chapters 7 & 8, and Appendix C of the Coordinated Plan, available at www.mtc.ca.gov/planning/pths/, for several examples of mobility management projects.

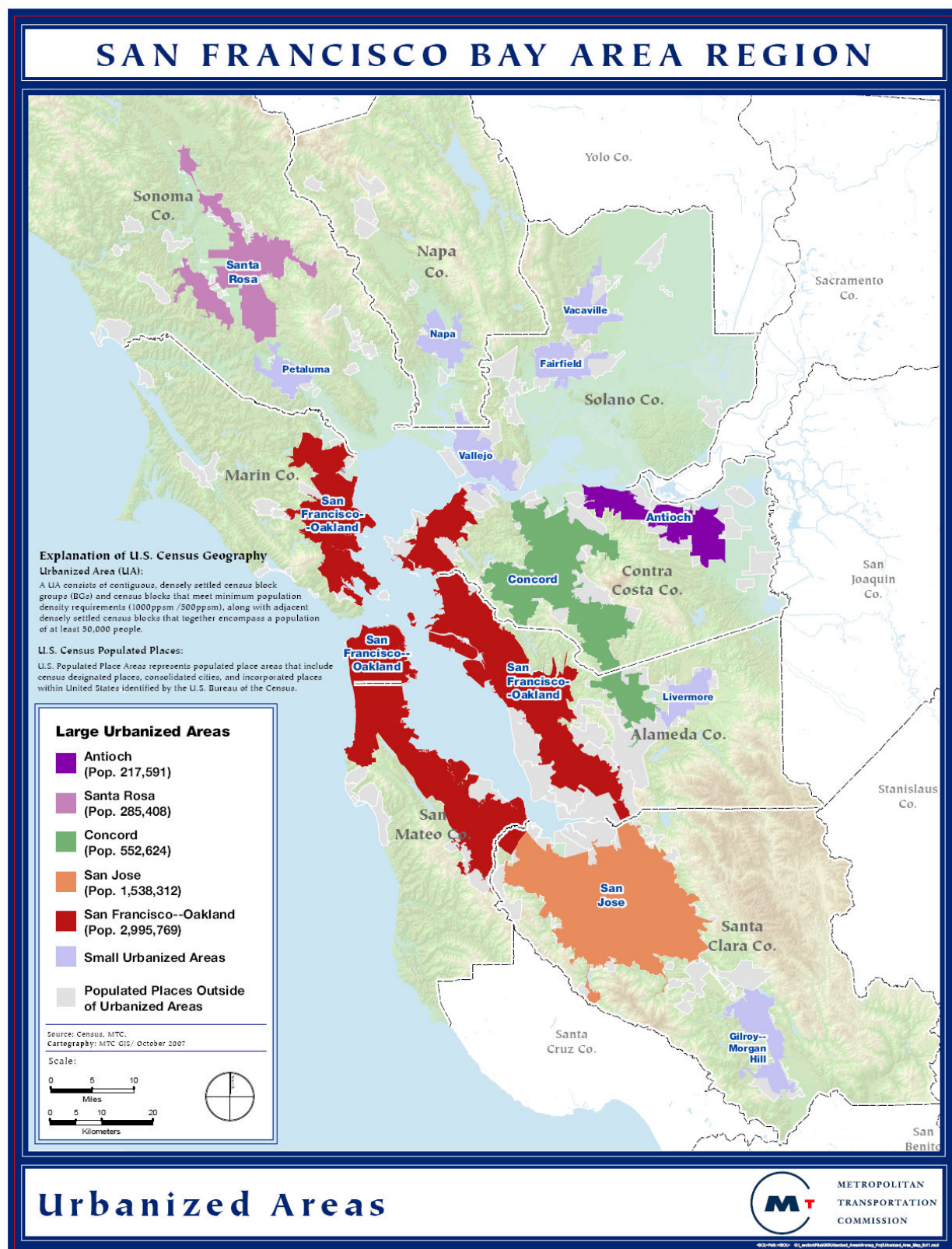
A variety of mobility management activities are currently taking place throughout the Bay Area. Some efforts are well-developed, while others are in their infancy. In areas where mobility management activities are well-developed, applicants are encouraged to consider how their project can be coordinated with existing efforts, and/or how existing efforts can be maintained or expanded. In areas where mobility management activities are just beginning and/or are taking place in a fragmented manner, applicants are encouraged to consider how existing activities can be better coordinated or enhanced.

Even those applicants who are not proposing a mobility management project per se are encouraged to consider how their project might be better coordinated with local mobility management efforts and/or other transportation services in the area. For example, an applicant with an operations project should aim to have that service be part of a coordinated “family of transportation services,” by participating in any local coordination activities that are available (e.g., information and referrals, shared driver training).

2. STATUTORY AUTHORITY. The New Freedom Program is authorized under the provisions set forth in the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users, (SAFETEA–LU), enacted on August 10, 2005, as codified at 49 U.S.C. 5317. The Secretary may make grants to recipients for new public transportation services and public transportation alternatives beyond those required by the Americans with Disabilities Act of 1990 (ADA) (42 U.S.C. 12101 et seq.), that assist individuals with disabilities with transportation, including transportation to and from jobs and employment support services.
3. PROGRAM GOAL. The New Freedom formula grant program aims to provide additional tools to overcome existing barriers facing Americans with disabilities seeking integration into the work force and full participation in society. Lack of adequate transportation is a primary barrier to work for individuals with disabilities. According to the FTA Circular, the 2000 Census showed that only 60 percent of people between the ages of 16 and 64 with disabilities are employed. The New Freedom formula grant program seeks to reduce barriers to transportation services and expand the transportation mobility options available to people with disabilities beyond the requirements of the ADA of 1990.
4. FUNDING APPORTIONMENT AND AVAILABILITY. New Freedom funds are first apportioned 60 percent to large urbanized areas¹ (UAs), 20 percent to small UAs, and 20 percent to non-UAs. Funds are then apportioned to all designated recipients for an area type by the ratio of the number of disabled individuals in the designated recipient’s area to the total number of disabled individuals for that area type. **Figure 1** shows the Bay Area’s five large UAs and seven small UAs. (Note that the names given to the urbanized areas correspond to the most populated city/cities within the area, and that the urbanized areas themselves are larger than the cities for which they are named.) **Table 1** shows large UA apportionments for FYs 2006 through 2012. Funds are available to the region for obligation

¹ An urbanized area is an area encompassing a population of not less than 50,000 people that has been defined and designated in the most recent decennial census as an “urbanized area” by the Secretary of Commerce. Large urbanized areas as used in the context of FTA formula grant programs are urbanized areas with a population of greater than 200,000, and small urbanized areas are those with a population of at least 50,000 but less than 200,000.

Figure 1. Map of Urbanized Areas



during the fiscal year of apportionment plus two additional years. MTC has established a project delivery requirement that project sponsors must expend the New Freedom funds within three years of the FTA grant award or execution of subrecipient agreement with MTC, whichever is applicable.

Table 1. New Freedom Program Apportionments

Area	Past Calls for Projects						Current Call for Projects
	Cycle 1	Cycle 2	Cycle 3		Cycle 4		Cycle 5
	Actual FY 2006	Actual FY 2007	Actual FY 2008	Actual FY 2009	Actual FY 2010	Actual FY 2011	Actual FY 2012
Bay Area Large UA	\$1,545,232	\$1,612,117	\$1,741,484	\$2,007,374	\$1,970,119	\$1,980,295	\$2,003,313
Antioch	\$56,232	\$60,601	\$65,464	\$75,459	\$74,058	\$74,441	\$75,306
Concord	\$127,429	\$121,779	\$131,551	\$151,636	\$148,822	\$149,591	\$151,329
S.F.-Oakland	\$885,254	\$950,208	\$1,026,459	\$1,183,180	\$1,161,221	\$1,167,218	\$1,180,786
San Jose	\$404,370	\$399,440	\$431,494	\$497,374	\$488,143	\$490,665	\$496,368
Santa Rosa	\$71,947	\$80,089	\$86,516	\$99,725	\$97,875	\$98,380	\$99,524

UA = Urbanized Area

5. **ROLE OF THE DESIGNATED RECIPIENTS.** MTC is the designated recipient for the Bay Area's large UA funding apportionment, and Caltrans is the designated recipient for California's small and non-UA funding apportionments. The designated recipient is responsible for conducting the competitive selection process to determine which projects should receive funding. For the large UA apportionment, the competitive selection is conducted on a region-wide basis. For the small and non-UA apportionment, the competitive selection is conducted by Caltrans on a statewide basis.

Once projects are selected in the large UA competitive process, transit operators with selected projects that are FTA grantees (i.e., transit operators that are direct recipients under Section 5307 and typically receive funds directly from FTA) must submit their own New Freedom grants to FTA and serve as direct recipients of the funds. MTC reserves the right to reprogram funds if direct recipients fail to obligate the funds through grant submittal and FTA approval within 12 months of program approval. Direct recipients are responsible for carrying out the terms of their grants.

MTC will serve as the direct recipient of New Freedom funds for transit operators or public entities that are not FTA grantees, and for non-profits that are selected in the large UA competitive process, subject to the restrictions included in sections 7 and 9 below. These agencies and organizations will enter into a subrecipient relationship with MTC through the execution of funding agreements with MTC. MTC will monitor subrecipient compliance with federal requirements through inclusion of such requirements in funding agreements and through ongoing monitoring activities.

6. **FUNDING DISTRIBUTION.** Projects may compete for funding that is apportioned to the UA in which the project will provide services. Projects that will provide services in multiple UAs may compete for funding from all of the affected UAs. This call for projects is for large UAs only.

Large UA Programming Targets. Cycles 1 through 4 programmed the FY2006 through FY2011 apportionments. The total funding available for the Bay Area's large UAs in Cycle 5 is approximately \$1.8 million. This consists of the FY2012 apportionments, less a five percent set-aside for program administration and an additional five percent set-aside for a Mobility Management Roadmap study.² The target programming amount for each large UA is shown in **Table 2**. There is no minimum or maximum grant request, except that applicants should not request more than the target amount for the large UAs in which their projects will provide services.

Table 2. Programming Targets for New Freedom Program Cycle 4

Area	Cycle 5 Targets
Bay Area Large UA	\$1,802,982
Antioch	\$67,775
Concord	\$136,196
San Francisco-Oakland	\$1,062,707
San Jose	\$446,731
Santa Rosa	\$89,572

UA = Urbanized Area

Small and Non-UA Programming Targets. The small and non-UA calls for projects are conducted by Caltrans. The last small and non-UA call for projects took place in winter 2012. Additional information about the small and non-UA New Freedom program can be found on the Caltrans website: <http://www.dot.ca.gov/hq/MassTrans/5317.html>

7. **ELIGIBLE RECIPIENTS/SUBRECIPIENTS.** There are three categories of eligible recipients/subrecipients of New Freedom funds: a) private non-profit organizations; b) state or local governmental authorities; and c) operators of public transportation services. Private operators of public transportation services are only eligible for Bay Area large UA New Freedom funds if they partner with an FTA grantee transit operator that is willing to serve as the direct recipient of the funds and pass through the funds to the private operator.

All recipients/subrecipients will be required to have a Dun and Bradstreet (D&B) Data Universal Numbering System (DUNS) number and provide it during the application process.³ A DUNS number may be obtained from D&B by telephone (866-705-5711) or the Internet (<http://fedgov.dnb.com/webform>).

8. **ROLE OF RECIPIENTS/SUBRECIPIENTS.** New Freedom recipients/subrecipients' responsibilities include:
- For direct recipients (transit operators who are FTA grantees), submitting a grant application to FTA and carrying out the terms of that grant;
 - Meeting program requirements and grant/funding agreement requirements including, but not limited to, Title VI reporting requirements;
 - Making best efforts to execute selected projects; and

² The federal New Freedom guidance allows MTC to use up to 10 percent of the total fiscal year New Freedom apportionment to fund program administration costs including administration, planning and technical assistance.

³ A Dun and Bradstreet (D&B) Data Universal Numbering System (DUNS) number is a unique, non-indicative 9-digit identifier issued and maintained by D&B that verifies the existence of a business entity. The DUNS number is a universal identifier required for Federal financial assistance applicants, as well as recipients and their direct subrecipients.

- Complying with other applicable local, state, and federal requirements.

9. ELIGIBLE ACTIVITIES.

- a. General. New Freedom Program funds are available for capital and operating expenses that support new public transportation services beyond those required by the ADA and new public transportation alternatives beyond those required by the ADA designed to assist individuals with disabilities with accessing transportation services, including transportation to and from jobs and employment support services. “New” service is any service or activity that was not operational on August 10, 2005, and did not have an identified funding source as of August 10, 2005, as evidenced by inclusion in the Transportation Improvement Plan (TIP) or the STIP. In other words, if not for the New Freedom Program, the project would not have consideration for funding, and the proposed service enhancements would not be available for individuals with disabilities. Recipients or subrecipients may not terminate ADA paratransit enhancements or other services funded as of August 10, 2005, in an effort to reintroduce the services as “new” and then receive New Freedom funds for those services.

Both new public transportation services and new public transportation alternatives are required to go beyond the requirements of the ADA and must (1) be targeted toward individuals with disabilities; and (2) meet the intent of the program by removing barriers to transportation and assisting persons with disabilities with transportation, including transportation to and from jobs and employment services.

- b. Mobility Management Emphasis. Consistent with the Bay Area’s Coordinated Plan, New Freedom Cycle 5 will prioritize projects and activities consistent with the mobility management strategies detailed in Chapter 8 of the plan, available at www.mtc.ca.gov/planning/pths/.

All activities that meet federal eligibility requirements are eligible to receive funding in this call for projects, including mobility management, operations and capital projects; however, in the application form and scoring criteria, there is increased emphasis on mobility management and coordination.

- c. Illustrative List of Eligible Activities. Following is an illustrative list of activities that are eligible for funding under New Freedom:

New Public Transportation Services Beyond the ADA

- Enhancing paratransit beyond minimum requirements of the ADA
- Feeder services
- Making accessibility improvements to transit and intermodal stations not designated as key stations under 49 CFR 37.47, 37.51, or 37.53, and that are not required under 49 CFR 37.43 as part of an alteration or renovation to an existing station
- Travel training
- New and expanded fixed route and demand responsive transit service planned for and designed to meet the needs of individuals with disabilities⁴

⁴ FTA originally said that these activities were not eligible for New Freedom funding; however, on April 29, 2009, the FTA issued a notice of policy statement in the Federal Register, announcing that it had revised its interpretation

New Public Transportation Alternatives Beyond the ADA

- Purchasing vehicles to support new accessible taxi, ride sharing, and/or vanpooling programs. Note: Due to the complex nature of federal vehicle procurement projects, and MTC's limited expertise in this area, private non-profit organizations and private operators of public transportation services may only apply for Bay Area large UA New Freedom funds to purchase vehicles if they partner with an FTA grantee transit operator that is willing to serve as the direct recipient of the funds. The transit operator would be responsible for submitting the grant to FTA and carrying out the terms of the grant, including monitoring the non-profit organization or private operator's compliance with all federal requirements.
- Supporting the administration and expenses related to new voucher programs for transportation services offered by human service providers
- Supporting new volunteer driver and aide programs
- Supporting new mobility management and coordination programs among public transportation providers and other human service agencies providing transportation

Refer to Appendix 1 for additional requirements pertaining to the above examples. The list is not intended to be exhaustive. Applicants are encouraged to develop innovative solutions to meet the needs of individuals with disabilities in their communities, considering the transportation needs, proposed solutions, and enhanced coordination strategies identified in the Bay Area's Coordinated Public Transit-Human Services Transportation Plan (see Section 1 and Section 11).

10. FEDERAL/LOCAL MATCHING REQUIREMENTS.

- a. General. New Freedom funds may be used to finance capital and operating expenses. The Federal share of eligible capital and planning costs may not exceed 80 percent of the net cost of the activity. The federal share of the eligible operating costs may not exceed 50 percent of the net operating costs of the activity.

The local share of eligible capital costs shall be no less than 20 percent of the net cost of the activity, and the local share for eligible operating costs shall be no less than 50 percent of the net operating costs. All of the local share must be provided from sources other than federal Department of Transportation (DOT) funds. Some examples of sources of local match which may be used for any or all of the local share include: state or local appropriations; other non-DOT Federal funds; dedicated tax revenues; private donations; revenue from human service contracts; and net income generated from advertising and concessions. Non-cash share such as donations, volunteer services, or in-kind contributions is eligible to be counted toward the local match as long as the value of each is documented and supported, represents a cost which would otherwise be eligible under the program, and is included in the net project costs in the project budget.

Income from contracts to provide human service transportation may be used either to reduce the net project cost (treated as revenue) or to provide local match for New Freedom operating assistance. In either case, the cost of providing the contract service is

included in the total project cost. No FTA program funds can be used as a source of local match for other FTA programs, even when used to contract for service.

- b. Exceptions. The Federal share is 90 percent for vehicle-related equipment and facilities required by the Clean Air Act (CAA) or the Americans with Disabilities Act (ADA). It is only the incremental cost of the equipment or facility required by the CAA or ADA that may be funded at 90 percent, not the entire cost of the vehicle or facility, even if the vehicle or facility is purchased for use in service required by the ADA or CAA.

Applicants wishing to apply for assistance at the higher match ratio should inform MTC before submitting an application, as MTC would need to consult the FTA regional office for further guidance regarding methods of computing the incremental cost.

- c. Use of Other Federal Funds. Local match may be derived from other federal programs that are eligible to be expended for transportation, other than funds from DOT programs. Examples of types of programs that are potential sources of local match include: employment, training, aging, medical, community services, and rehabilitation services. To be eligible for local match for FTA funds, the other federal funds must be used for activities included in the total net project costs of the FTA grant. Expenditure of other federal funds for transportation outside of the scope of the project cannot be applied as a credit for local match in the FTA grant. Specific program information for other types of Federal funding is available at www.unitedweride.gov.

- d. Mobility Management as an Eligible Capital Expense. According to the New Freedom circular (FTA C 9045.1), mobility management is an eligible capital cost, which means that the federal share may not exceed 80 percent of the net cost of the activity. In order to be eligible for that higher federal share (80 percent rather than the typical 50 percent), the project must meet FTA's definition of mobility management, which can be found in Appendix 1 or in the New Freedom Circular Chapter III, Section 11.b.(4). The New Freedom Circular is available at

http://www.fta.dot.gov/documents/FTA_C_9045.1_New_Freedom%281%29.pdf

11. COORDINATED PLANNING. SAFETEA requires that projects selected for funding under the Elderly Individuals and Individuals with Disabilities (Section 5310), Job Access and Reverse Commute (JARC), and New Freedom programs be “derived from a locally developed, coordinated public transit-human services transportation plan”, and that the plan be “developed through a process that includes representatives of public, private, and non-profit transportation and human services providers and participation by members of the public.” A locally developed, coordinated, public transit-human services transportation plan (“coordinated plan”) identifies the transportation needs of individuals with disabilities, older adults, and people with low incomes, and provides strategies for meeting those local needs. The Bay Area’s Coordinated Plan was updated in March 2013 and is available at <http://www.mtc.ca.gov/planning/pths/>.

Agencies and organizations interested in applying for New Freedom funds must consider the transportation needs, proposed solutions, and enhanced coordination strategies presented in the Coordinated Plan in developing their project proposals. Applicants will be asked to demonstrate their proposed project’s consistency with the Coordinated Plan. Following is a

list of the solutions and strategies that are identified in Chapters 7 and 8, respectively, of the plan.

Solutions to Gaps

1. Mobility management, travel training, and transportation coordination activities
2. Additions or improvements to paratransit that exceed ADA requirements, and demand-responsive services other than ADA paratransit
3. Additions or improvements to public transit services and transit access
4. Solutions to address affordability barriers

Strategies to Enhance Coordination of Service Delivery

1. Strengthen mobility management in the Bay Area, by:
 - a. Identifying and designating Consolidated Transportation Service Agencies (CTSAs) to facilitate subregional mobility management and transportation coordination efforts
 - b. Providing information and managing demand across a family of transportation services
 - c. Promoting coordinated advocacy with human service agencies to identify resources to sustain ongoing coordination activities
 2. Promote walkable communities, complete streets, and integration of transportation and land use decisions
12. APPLICATION FORMS AND TECHNICAL ASSISTANCE. The application form will be available at http://www.mtc.ca.gov/funding/new_freedom.htm. Interested agencies must submit seven (7) paper copies and an electronic copy on CD of their application, including attachments, by 4:00 PM on Friday, January 3, 2014 to the addressee below.

Drennen Shelton
Metropolitan Transportation Commission
Joseph P. Bort MetroCenter
101 Eighth Street
Oakland CA 94607-4700

A workshop will be held for prospective applicants in October 2013 (date TBD; notice forthcoming) at MTC's office. Attendance is not required but is encouraged. Beyond the workshop, MTC staff is available to provide technical assistance throughout the program process.

13. APPLICATION EVALUATION. Following an initial eligibility screening by MTC staff, eligible projects will be evaluated by a panel consisting of Bay Area representatives of disabled population interests and MTC staff. Applications will be evaluated based on the following criteria:

Need and Benefits

(maximum 40 points)

Extent to which project addresses critical needs for disabled individuals as identified in the Coordinated Plan

Effectiveness at mitigating or eliminating transportation barriers for disabled individuals

Extent to which project promotes integration of disabled individuals into the work force and their full participation in society

Extent to which project could only be funded by New Freedom Program or federal human service grant programs

Extent to which project provides additional benefits

Coordination, Partnership, & Outreach

(maximum 40 points)

Extent of coordination with other affected transportation systems, providers, and services, and with related social service programs (Note: all applicants are encouraged to coordinate with those agencies and organizations that have already initiated mobility management activities in their service area, if applicable; non-transit operators are strongly encouraged to coordinate with transit operators in their service area; transit operators are strongly encouraged to coordinate with non-profit organizations and human service agencies that serve persons with disabilities.)

Extent to which project advances the development and implementation of coordinated transportation services

Extent to which specific coordination activities are expected to result in better utilization of and access to resources (e.g., vehicle will be used an additional X hours per week; productivity will increase from X passengers per hour to Y passengers per hour)

Extent of community support

Thoroughness of plan for marketing the project to beneficiaries

Project Readiness

(maximum 20 points)

Reasonableness and completeness of funding plan

Project sustainability beyond the grant period

Thoroughness of implementation plan and reasonableness of project schedule

Ability to use New Freedom grant to leverage additional resources

Sponsor's experience in managing services for disabled individuals

How project fits into a larger program with well-defined goals, objectives, and performance standards

Sponsor's institutional capacity to manage the project

Sponsor's history of managing federal transportation funds

14. TIMELINE. The anticipated timeline for Cycle 5 is as follows:

Release Call for Projects	End of September 2013
Outreach	Oct/Nov 2013
Applicant Workshop at MTC	October 2013 (date TBD; notice forthcoming)
Project Applications Due to MTC	Jan. 3, 2014 4:00 PM
Project Selection	Jan.-Feb. 2014
Present Recommended Program of Projects to Policy Advisory Council Equity & Access Subcommittee, Transit Finance Working Group, etc.	February 2014
Present Recommended Program of Projects to MTC Programming & Allocations Committee	March 12, 2014
Commission Actions: Program Adoption and add projects to TIP	March 26, 2014
Grant preparation by MTC and Direct Recipients	April/May 2014
Grant review by FTA	Spring/Summer 2014
Contract development between MTC and Subrecipients	Begin after FTA grant approval (estimated Summer/Fall 2014)

15. COMPLIANCE WITH FEDERAL REQUIREMENTS. Applicants should be prepared to abide by all applicable federal requirements as specified in 49 U.S.C. Section 5317, FTA Circulars C 9045.1 and 4702.1A, the most current FTA Master Agreement MA(13), and the most current Certifications and Assurances for FTA Assistance Programs.

MTC includes language regarding these federal requirements in its funding agreements with subrecipients and requires each subrecipient to execute a certification of compliance with the relevant federal requirements. Subrecipient certifications are required of the subrecipient prior to the execution of a contract by MTC and annually thereafter when FTA publishes the annual list of certifications and assurances.

Direct recipients are responsible for adhering to FTA requirements through their agreements and grants with FTA directly.

16. REPORTING REQUIREMENTS. Subrecipients to MTC will be required to submit quarterly reports to MTC on the following:

- a. Budget or schedule changes, if any
- b. Progress toward meeting milestones
- c. Quantitative or qualitative information, as available, on the following measures:
 - (a) Services provided that impact availability of transportation services for individuals with disabilities as a result of the project for the reporting period;
 - (b) Additions or changes to environmental infrastructure, technology, vehicles that impact availability of transportation services as a result of the project for the reporting period;

- (c) Actual or estimated rides (as measured by one-way trips) provided for individuals with disabilities as a result of the project for the reporting period
- d. Financial status report
- e. Disadvantaged Business Enterprise (DBE) participation as applicable.

Direct recipients of New Freedom funds with active grants will be required to submit quarterly reports to FTA on the progress of their projects.

Detailed quarterly reporting requirements will be included in the funding agreement (if sponsor is a subrecipient to MTC) or in the FTA grant (if sponsor is a direct grantee with FTA).

Both direct recipients and subrecipients of New Freedom funds will be required to participate in FTA's annual Job Access and Reverse Commute (JARC) and New Freedom reporting, in which performance measures will be collected.

17. TITLE VI.

In connection with MTC's Title VI monitoring obligations, as outlined in FTA Circular 4702.1B, Title VI Requirements and Guidelines for Federal Transit Administration Recipients, ("Title VI Circular"), issued on October 1, 2012 and as documented in MTC's Program Management Plan for JARC and New Freedom (available at http://www.mtc.ca.gov/funding/JARC-New_Freedom/JARC-NF_PMP.htm), applicants will be required to provide the following information:

- The organization's policy regarding Civil Rights (based on Title VI of the Civil Rights Act) and for ensuring that benefits of the project are distributed equitably among minority population groups in the project's service area.
- Information on whether the project will provide assistance to predominantly minority populations. (Projects are classified as providing service to predominantly minority populations if the proportion of minority persons residing in the project's geographic service area exceeds the average proportion of minority persons in the region.)

In order to document that JARC and New Freedom funds are passed through without regard to race, color or national origin, and to document that minority populations are not being denied the benefits of or excluded from participation in the JARC and New Freedom programs, MTC will prepare and maintain the following information, as required by the Title VI Circular, Chapter VI(6):

- a. A record of funding requests received from private non-profit organizations, State or local governmental authorities, and Indian tribes. MTC's records will identify those applicants that would use grant program funds to provide assistance to predominantly minority populations and indicate whether those applicants were accepted or rejected for funding.
- b. A description of how MTC develops its competitive selection process or annual program of projects submitted to FTA as part of its grant applications. The description will emphasize the method used to ensure the equitable distribution of funds to

subrecipients that serve predominantly minority populations, including Native American tribes, where present.

- c. A description of MTC's criteria for selecting entities to participate in an FTA grant program.

MTC requires that all JARC and New Freedom subrecipients submit all appropriate FTA certifications and assurances to MTC prior to funding agreement execution and annually thereafter when FTA publishes the annual list of certifications and assurances. MTC will not execute any funding agreements prior to having received these items from the selected subrecipients. MTC, within its administration, planning, and technical assistance capacity, also will comply with all appropriate certifications and assurances for FTA assistance programs and will submit this information to the FTA as required.

The certifications and assurances pertaining to civil rights include:

1. Nondiscrimination Assurances in Accordance with the Civil Rights Act
2. Documentation Pertaining to Civil Rights Lawsuits and Complaints

Nondiscrimination assurances included above involve the prohibition of discrimination on the basis of race, color, creed, national origin, sex, or age, and prohibit discrimination in employment or business opportunity, as specified by 49 U.S.C. 5332 (otherwise known as Title VI of the Civil Rights Act of 1964), as amended (42 U.S.C. 2000d et seq.) and U.S. DOT regulations, Nondiscrimination in Federally-Assisted Programs of the Department of Transportation-Effectuation of Title VI of the Civil Rights Act, 49 C.F.R. Part 21. By complying with the Civil Rights Act, no person, on the basis of race, color, national origin, creed, sex, or age, will be excluded from participation in, be denied the benefits of any program for which the subrecipient receives federal funding via MTC.

As a condition of receiving Federal Transit Administration JARC or New Freedom program funds, subrecipients must comply with the requirements of the US Department of Transportation's Title VI regulations. The purpose of Title VI is to ensure that no person in the United States shall, on the ground of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal financial assistance. Subrecipients are also responsible for ensuring compliance of each of their subrecipients (if any), including collecting Title VI Programs, and for ensuring that their third-party contractors are complying with Title VI and the subrecipient's Title VI Program. (See FTA C 4702.1B Chapter II (6) and Appendix L, Scenario Three.)

Title VI Programs

All JARC and NF subrecipients must submit Title VI Programs to MTC. Title VI Programs will be required with the submission of the standard agreement and annually thereafter with the submission of the annual FTA certifications and assurances.

Every Title VI Program shall include the following information (Note: detailed instructions on the following Title VI requirements are available in FTA C 4702.1B, Chapter III-2 through III-12):

- (1) A copy of the subrecipient's Title VI notice to the public that indicates the subrecipient complies with Title VI, and informs members of the public of the protections against discrimination afforded to them by Title VI. Include a list of locations where the notice is posted. A sample Title VI notice is in FTA C 4702.1B, Appendix B. Subrecipients may choose to adopt MTC's notice to beneficiaries where appropriate.
- (2) A copy of the subrecipient's instructions to the public regarding how to file a Title VI discrimination complaint, including a copy of the complaint form. Sample complaint procedures are in FTA C 4702.1B, Appendix C, and a sample Title VI complaint form is in FTA C 4702.1B, Appendix D. Subrecipients may choose to adopt MTC's complaint procedures and complaint form where appropriate.
- (3) A list of any public transportation-related Title VI investigations, complaints, or lawsuits filed with the subrecipient since the time of the last submission. See FTA C 4702.1B, Appendix E for an example of how to report this information. This list should include only those investigations, complaints, or lawsuits that pertain to allegations of discrimination on the basis of race, color, and/or national origin in transit-related activities and programs and that pertain to the subrecipient submitting the report, not necessarily the larger agency or department of which the subrecipient is a part.
- (4) A public participation plan that includes an outreach plan to engage minority and limited English proficient populations, as well as a summary of outreach efforts made since the last Title VI Program submission. A subrecipient's targeted public participation plan for minority populations may be part of efforts that extend more broadly to include other constituencies that are traditionally underserved, such as people with disabilities, low-income populations, and others. Subrecipients may choose to adopt MTC's public participation plan where appropriate.
- (5) A copy of the subrecipient's plan for providing language assistance to persons with limited English proficiency, based on the DOT LEP Guidance. Subrecipients may choose to adopt MTC's language assistance plan where appropriate. Operational differences between MTC and the subrecipient may require, in some instances, that the subrecipient tailor its language assistance plan.
- (6) Subrecipients that have transit-related, non-elected planning boards, advisory councils or committees, or similar bodies, the membership of which is selected by the subrecipient, must provide a table depicting the racial breakdown of the membership of those committees, and a description of efforts made to encourage the participation of minorities on such committees or councils.
- (7) Those subrecipients who are also primary recipients (i.e., those who have their own subrecipients) shall include a narrative or description of efforts the primary recipient uses to ensure subrecipients are complying with Title VI, as well as a schedule of subrecipient Title VI program submissions.

- (8) If the subrecipient has constructed a facility, such as a vehicle storage facility, maintenance facility, operation center, etc., the subrecipient shall include a copy of the Title VI equity analysis conducted during the planning stage with regard to the location of the facility.
- (9) Additional information as specified in FTA C 4702.1B chapters IV, V, and VI, depending on whether the subrecipient is a fixed route transit provider, a State, or an MPO.

The Title VI Program must be approved by the subrecipient's board of directors or appropriate governing entity or official(s) responsible for policy decisions prior to submission to MTC. Subrecipients shall submit a copy of the board resolution, meeting minutes, or similar documentation with the Title VI Program as evidence that the board of directors or appropriate governing entity or official(s) has approved the Title VI Program.

Appendix 1

New Freedom Program – Eligible Activities

The following list of eligible activities, excerpted from Federal Transit Administration (FTA) Circular C 9045.1, the *New Freedom Program Guidance and Application Instructions*, and Federal Register Vol. 74, No. 81, the *Notice of Policy Statement for Eligible New Freedom Projects* dated April 29, 2009, is intended to be illustrative, not exhaustive. Applicants are encouraged to develop innovative solutions to meet the needs of individuals with disabilities in their communities, considering the transportation needs, solutions, and strategies for enhanced coordination in the Bay Area's Coordinated Public Transit-Human Services Transportation Plan (see Section 9 of MTC's New Freedom Program Guidelines).

New Public Transportation Services Beyond the ADA*	
Enhancing paratransit beyond minimum requirements of the ADA	<p>ADA complementary paratransit services can be eligible under New Freedom in several ways as long as the services provided meet the definition of “new:”</p> <ul style="list-style-type: none"> ▪ Expansion of paratransit service parameters beyond the three-fourths mile required by the ADA; ▪ Expansion of current hours of operation for ADA paratransit services that are beyond those provided on fixed-route services; ▪ Incremental cost of providing same day service; ▪ Incremental cost of making door-to-door service available to all eligible ADA paratransit riders, but not as a reasonable modification for individual riders in an otherwise curb-to-curb system; ▪ Enhancement of the level of service by providing escorts or assisting riders through the door of their destination; ▪ Acquisition of vehicles and equipment designed to accommodate mobility aids that exceed the dimensions and weight ratings established for common wheelchairs under the ADA and labor costs of aides to help drivers assist passengers with over-sized wheelchairs. This would permit the acquisition of lifts with a larger capacity, as well as modifications to lifts with a 600 lb design load, and the acquisition of heavier-duty vehicles for paratransit and/or demand-response service; and ▪ Installation of additional securement locations in public buses beyond what is required by the ADA.
Feeder services	New “feeder” service (transit service that provides access) to commuter rail, commuter bus, intercity rail, and intercity bus stations, for which complementary paratransit service is not required under the ADA.

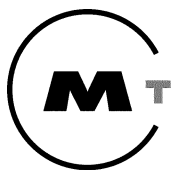
New Public Transportation Services Beyond the ADA* (continued)	
Making accessibility improvements to transit and intermodal stations not designated as key stations	<p>Improvements for accessibility at existing transportation facilities that are not designated as key stations established under 49 CFR 37.47, 37.51, or 37.53, and that are not required under 49 CFR 37.43 as part of an alteration or renovation to an existing station, so long as the projects are clearly intended to remove barriers that would otherwise have remained. New Freedom funds are eligible to be used for new accessibility enhancements that remove barriers to individuals with disabilities so they may access greater portions of public transportation systems, such as fixed-route bus service, commuter rail, light rail and rapid rail. This may include:</p> <ul style="list-style-type: none"> ▪ Building an accessible path to a bus stop that is currently inaccessible, including curbcuts, sidewalks, accessible pedestrian signals or other accessible features, ▪ Adding an elevator or ramps, detectable warnings, or other accessibility improvements to a non-key station that are not otherwise required under the ADA, ▪ Improving signage, or wayfinding technology, or ▪ Implementation of other technology improvements that enhance accessibility for people with disabilities including Intelligent Transportation Systems (ITS).
Travel training	New training programs for individual users on awareness, knowledge, and skills of public and alternative transportation options available in their communities. This includes travel instruction and travel training services.

New Public Transportation Services Beyond the ADA* (continued)	
New and expanded fixed route and demand responsive transit service planned for and designed to meet the needs of individuals with disabilities	<p>New or expanded fixed route service and new or expanded demand response service which constitute new public transportation services beyond those required by ADA of 1990 (42 U.S.C. Section 12101 et seq.) that assist individuals with disabilities with transportation, and are therefore eligible for funding under the New Freedom program, provided that these services: (1) Are identified in the grant applicant's coordinated public transit human services transportation plan; (2) Are available to the public at large but were planned and designed to meet the mobility needs of individuals with disabilities in response to circumstances where existing fixed route and demand response transportation is unavailable or insufficient to meet the mobility needs of individuals with disabilities; (3) Were not operational on August 10, 2005, and did not have an identified funding source as of August 10, 2005, as evidenced by inclusion in the Transportation Improvement Program (TIP) or the State Transportation Improvement Program (STIP); and (4) Are not designed to allow an agency to meet its obligations under the ADA or the DOT ADA implementing regulations at 49 CFR parts 37 and 38. Examples of such services would be:</p> <ul style="list-style-type: none"> ▪ A fixed route service that is open to the general public but that is extended to serve a congregate living facility or a workplace serving large numbers of individuals with disabilities; or ▪ A demand response service that is available to the general public but whose service coverage or span of service is designed in response to mobility needs expressed by individuals with disabilities. <p>FTA notes that expanded fixed route service may result in expanded ADA complementary paratransit service; since the ADA complementary paratransit service is required under the ADA, it would not be eligible for New Freedom funding. All new or expanded fixed route and demand responsive services funded under the New Freedom program will be subject to the requirements of the ADA and DOT ADA implementing regulations.</p>

New Public Transportation Alternatives Beyond the ADA*	
Purchasing vehicles to support new accessible taxi, ride sharing, and/or vanpooling programs.	New Freedom funds can be used to purchase and operate accessible vehicles for use in taxi, ridesharing and/or van pool programs provided that the vehicle has the capacity to accommodate a passenger who uses a “common wheelchair” as defined under 49 CFR 37.3, at a minimum, while remaining in his/her personal mobility device inside the vehicle, and meeting the same requirements for lifts, ramps and securement systems specified in 49 CFR part 38, subpart B. Due to the complex nature of federal vehicle procurement projects, and MTC’s limited expertise in this area, private non-profit organizations and private operators of public transportation services may only apply for Bay Area large UA New Freedom funds to purchase vehicles if they partner with an FTA grantee transit operator that is willing to serve as the direct recipient of the funds. The transit operator would be responsible for submitting the grant to FTA and carrying out the terms of the grant, including monitoring the non-profit organization or private operator’s compliance with all federal requirements.
Supporting the administration and expenses related to new voucher programs for transportation services offered by human service providers.	This activity is intended to support and supplement existing transportation services by expanding the number of providers available or the number of passengers receiving transportation services. Only new voucher programs or expansion of existing programs are eligible under the New Freedom Program. Vouchers can be used as an administrative mechanism for payment of alternative transportation services to supplement available public transportation. The New Freedom Program can provide vouchers to individuals with disabilities to purchase rides, including: (a) mileage reimbursement as part of a volunteer driver program; (b) a taxi trip; or (c) trips provided by a human service agency. Providers of transportation can then submit the voucher for reimbursement to the recipient for payment based on pre-determined rates or contractual arrangements. Transit passes for use on existing fixed route or ADA complementary paratransit service are not eligible. Vouchers are an operational expense which requires a 50/50 (Federal/local) match.
Supporting new volunteer driver and aide programs.	New volunteer driver programs are eligible and include support for costs associated with the administration, management of driver recruitment, safety, background checks, scheduling, coordination with passengers, and other related support functions, mileage reimbursement, and insurance associated with volunteer driver programs. The costs of new enhancements to increase capacity of existing volunteer driver programs are also eligible. FTA notes that any volunteer program supported by New Freedom must meet the requirements of both “new” and “beyond the ADA.” FTA encourages communities to offer consideration for utilizing all available funding resources as an integrated part of the design and delivery of any volunteer driver/aide program.

New Public Transportation Alternatives Beyond the ADA* (continued)	
Supporting new mobility management and coordination programs among public transportation providers and other human service agencies providing transportation.	<p>Mobility management is an eligible capital cost. Mobility management techniques may enhance transportation access for populations beyond those served by one agency or organization within a community. For example, a non-profit agency could receive New Freedom funding to support the administrative costs of sharing services it provides to its own clientele with other individuals with disabilities and coordinate usage of vehicles with other non-profits, but not the operating costs of the service. Mobility management is intended to build coordination among existing public transportation providers and other transportation service providers with the result of expanding the availability of service. Mobility management activities may include:</p> <ul style="list-style-type: none"> ▪ The promotion, enhancement, and facilitation of access to transportation services, including the integration and coordination of services for individuals with disabilities, older adults, and low-income individuals; ▪ Support for short term management activities to plan and implement coordinated services; ▪ The support of State and local coordination policy bodies and councils; ▪ The operation of transportation brokerages to coordinate providers, funding agencies and customers; ▪ The provision of coordination services, including employer-oriented Transportation Management Organizations' and Human Service Organizations' customer-oriented travel navigator systems and neighborhood travel coordination activities such as coordinating individualized travel training and trip planning activities for customers; ▪ The development and operation of one-stop transportation traveler call centers to coordinate transportation information on all travel modes and to manage eligibility requirements and arrangements for customers among supporting programs; and ▪ Operational planning for the acquisition of intelligent transportation technologies to help plan and operate coordinated systems inclusive of Geographic Information Systems (GIS) mapping, Global Positioning System Technology, coordinated vehicle scheduling, dispatching and monitoring technologies as well as technologies to track costs and billing in a coordinated system and single smart customer payment systems (acquisition of technology is also eligible as a stand alone capital expense).

* "New" service is any service or activity that was not operational on August 10, 2005, and did not have an identified funding source as of August 10, 2005, as evidenced by inclusion in the Transportation Improvement Plan (TIP) or the State TIP. In other words, the project would not have consideration for funding and the proposed service enhancement would not be available for individuals with disabilities if not for the New Freedom Program. Recipients or subrecipients may not terminate ADA paratransit enhancements or other services funded as of August 10, 2005, in an effort to reintroduce the services as "new" and then receive New Freedom funds for those services.



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Memorandum

TO: Transit Finance Working Group
FR: Adam Noelting
RE: Fiscal Year 2013-14 Fund Estimate Revision

DATE: September 4, 2013

Background

Annually, following the close of the fiscal year, the MTC staff revises the Fund Estimate to reconcile actual revenues and initial revenue estimates. In July, the MTC Commission approved revisions to the FY2013-14 Fund Estimate to:

1) Reconcile Actual TDA and AB1107 Revenue

Actual Bay Area TDA and AB1107 sales tax receipts for FY2012-13 were 7% higher than originally estimated by County Auditors in February 2012. This results in roughly \$24 million in additional funding for Bay Area transit operators in the FY2013-14 Fund Estimate.

Because of the timing of some final revenue figures, the following year-end adjustments were deferred until September 2013.

2) Reconcile Actual STA Revenue

The State Controller's Office (SCO) released a summary of actual FY2012-13 revenue on August 5th. Actual statewide revenue collected in FY2012-13 is 1% lower than originally estimated in February 2012; however, Bay Area STA revenue increased by 4%, or roughly \$5.6 million. The increase to the region is likely based on the increase in qualifying revenues, mainly passenger fares, which have been occurring in some transit systems in the last few years.

Table 1: Summary of STA Program Revenues (\$ millions)

Apportionment Jurisdictions	FY2012-13 February '12 Estimate	FY2012-13 Actual Revenues	FY2012-13 Adjustment, \$	FY2012-13 Adjustment, %
Revenue-based Formula	\$110.1	\$116.1	\$6.0	5%
Population-based Formula				
Northern Counties/Small Operators	\$11.5	\$11.4	(\$0.1)	< -1%
Regional Paratransit	\$6.3	\$6.2	(\$0.1)	< -1%
Lifeline	\$11.8	\$11.7	(\$0.1)	< -1%
MTC Regional Coordination Program	\$10.9	\$10.8	(\$0.1)	< -1%
Bay Area Total	\$150.5	\$156.1	\$5.6	4%
Statewide Total	\$420.4	\$416.4	(\$4.0)	-1%

Additional detail for each operator and program is found in Attachment A.

3) **STA Program Apportionment Shares**

Each year the SCO re-calculates the apportionment shares for STA program revenues. The STA program is divided at the state level into two equally funded programs—Revenue-based and Population-based. The Revenue-based program apportionment shares are determined according to the level of qualifying revenues—primarily fares and locally generated revenues—that each transit agency uses to support transit operations, relative to other transit agencies in the state. The region's Population-based share is determined according to the region's total population relative to the State population.

The Bay Area's share of the statewide STA program revenues increased from 35.7% in FY2011-12 to 38.6% in FY2012-13. Further analysis shows the Bay Area's share of the statewide STA Revenue-based program increased significantly from 52.2% in FY2011-12 to 57.8% in FY2012-13, while the Population-based program did not change.

In addition, there were changes in the shares of individual operators for the STA Revenue-based apportionments, shown in Table 3 below.

Table 2: STA Program Apportionment Shares*

Apportionment Jurisdictions	FY2012-13 Estimated Apportionment Share of Regional Total	FY2012-13 Actual Apportionment Share of Regional Total	FY2012-13 Adjustment
AC Transit	9.1%	9.3%	0.1%
BART	25.7%	26.4%	0.7%
Caltrain	4.9%	5.1%	0.2%
GGBHTD	4.4%	4.6%	0.2%
SamTrans	4.7%	4.3%	-0.5%
SFMTA	36.3%	35.5%	-0.9%
VTA	12.1%	12.2%	0.1%
All Other Operators	2.6%	2.7%	0.1%

*Normalized to MTC regional total.

4) **WETA STA Eligibility**

The State Controller has not provided an estimate of FY2013-14 STA Revenue-based funds for WETA. Currently, the State has determined that WETA is ineligible for STA funds. MTC is working with WETA, Caltrans, and the State Controller to establish WETA's eligibility for STA funds.

5) **AB 1107 and Bridge Toll Outstanding Commitments**

Outstanding commitments were updated to reflect expenditures as of June 30, 2013.

Please contact me at anoelting@mtc.ca.gov or (510) 817-5966 with questions.

Attachment A - STA Program Apportionments: Population-Based

Apportionment Jurisdictions	FY2012-13 Apportionments			FY2013-14 Apportionments		
	FY2012-13 September '12 Estimate	FY2012-13 August '13 Actual*	FY2012-13 Adjustment, \$	FY2013-14 February '13 Estimate*	FY2013-14 August '13 Estimate*	FY2013-14 Adjustment, \$
Northern Counties/Small Operators						
Marin	\$1,216,253	\$1,204,007	(12,246)	\$1,133,930	\$1,142,597	\$8,667
Napa	657,280	650,661	(6,619)	612,791	617,475	4,684
Solano	1,979,442	1,959,512	(19,930)	1,845,462	1,859,567	14,105
Sonoma	2,326,211	2,302,791	(23,420)	2,168,760	2,185,336	16,576
CCCTA	2,305,658	2,282,444	(23,214)	2,149,598	2,166,027	16,429
ECCTA	1,392,720	1,378,699	(14,021)	1,298,453	1,308,377	9,924
LAVTA	952,819	943,225	(9,594)	888,327	895,116	6,789
Union City	333,561	330,203	(3,358)	310,984	313,360	2,376
WestCAT	307,177	304,085	(3,092)	286,385	288,574	2,189
Subtotal	\$11,471,121	\$11,355,627	(\$115,494)	\$10,694,691	\$10,776,430	\$81,739
Regional Paratransit						
Alameda	1,259,535	1,246,855	(12,680)	1,174,283	1,183,258	8,975
Contra Costa	891,603	882,626	(8,977)	831,254	837,607	6,353
Marin	172,031	170,299	(1,732)	160,387	161,613	1,226
Napa	139,516	138,112	(1,404)	130,072	131,066	994
San Francisco	999,339	989,278	(10,061)	931,698	938,819	7,121
San Mateo	492,722	487,761	(4,961)	459,372	462,883	3,511
Santa Clara	1,411,211	1,397,003	(14,208)	1,315,693	1,325,748	10,055
Solano	385,271	381,392	(3,879)	359,194	361,939	2,745
Sonoma	551,839	546,282	(5,557)	514,488	518,420	3,932
Subtotal	\$6,303,067	\$6,239,608	(\$63,459)	\$5,876,440	\$5,921,353	\$44,913
Lifeline						
Alameda	2,680,199	2,651,964	(28,235)	2,614,533	2,634,515	19,982
Contra Costa	1,513,730	1,497,784	(15,946)	1,476,643	1,487,929	11,286
Marin	294,028	290,930	(3,098)	286,824	289,016	2,192
Napa	247,566	244,958	(2,608)	241,501	243,347	1,846
San Francisco	1,478,271	1,462,699	(15,572)	1,442,052	1,453,074	11,022
San Mateo	855,242	846,233	(9,009)	834,288	840,665	6,377
Santa Clara	2,676,975	2,648,775	(28,200)	2,611,388	2,631,347	19,959
Solano	655,876	648,967	(6,909)	639,807	644,697	4,890
Sonoma	884,291	874,976	(9,315)	862,626	869,219	6,593
MTC Means-Based Discount Project	522,782	522,780	(2)	0	0	0
Subtotal	\$11,808,960	\$11,690,066	(\$118,894)	\$11,009,663	\$11,093,809	\$84,146
MTC Regional Coordination Program	\$10,863,281	\$10,753,905	(\$109,376)	\$10,127,993	\$10,205,400	\$77,407
Bay Area Total	\$40,446,429	\$40,039,206	(\$407,223)	\$37,708,787	\$37,996,992	\$288,205
Statewide Total	\$210,214,500	\$208,183,250	(\$2,031,250)	\$195,986,000	\$196,873,000	\$887,000

*Source: California State Controller's Office, <http://www.sco.ca.gov>

Attachment A - STA Program Apportionments: Revenue-Based

Apportionment Jurisdictions	FY2012-13 Apportionments			FY2013-14 Apportionments			FY2013-14 August '13 Apportionment Share**
	FY2012-13 September 12' Estimate	FY2012-13 August 13' Actual*	FY2012-13 Adjustment, \$	FY2013-14 February '13 Estimate*	FY2013-14 August '13 Estimate*	FY2013-14 Adjustment, \$	
ACCMA - Corresponding to ACE	\$146,774	\$208,621	\$61,847	\$139,903	\$216,611	\$76,708	0.2%
City of Benicia	8,412	6,135	(2,277)	0	0	0	0.0%
Caltrain	5,432,557	5,912,460	479,903	5,056,954	6,035,365	978,411	5.1%
CCCTA	621,535	684,632	63,097	578,563	698,873	120,310	0.6%
City of Dixon	4,791	5,492	701	4,460	5,605	1,145	< 0.0%
ECCTA	275,272	291,992	16,720	256,239	298,051	41,812	0.3%
City of Fairfield	123,196	137,074	13,878	114,678	139,927	25,249	0.1%
GGBHTD	4,823,205	5,299,906	476,701	4,489,733	5,410,139	920,406	4.6%
City of Healdsburg	4,904	3,577	(1,327)	4,565	(1,821)	(6,386)	< 0.0%
LAVTA	247,613	327,183	79,570	230,493	334,057	103,564	0.3%
NCPTA	49,391	53,440	4,049	45,976	54,549	8,573	< 0.0%
City of Petaluma	0	50,302	50,302	21,093	29,595	8,502	< 0.0%
City of Rio Vista	9,832	7,171	(2,661)	9,153	6,600	(2,553)	< 0.0%
SamTrans	5,205,039	4,934,452	(270,587)	4,845,167	5,036,098	190,931	4.3%
City of Santa Rosa	110,949	148,167	37,218	103,278	151,282	48,004	0.1%
Solano County Transit	0	0	0	177,481	278,074	100,593	0.3%
Sonoma County Transit	169,272	171,060	1,788	157,569	174,597	17,028	0.1%
City of Union City	47,465	51,460	3,995	44,183	52,530	8,347	< 0.0%
City of Vallejo	577,767	421,363	(156,404)	0	0	0	0.0%
VTA	13,318,870	14,182,405	863,535	12,398,014	14,476,817	2,078,803	12.2%
VTA - Corresponding to ACE	190,685	265,423	74,738	187,976	282,500	94,524	0.2%
WCCTA	312,286	380,326	68,040	290,695	388,283	97,588	0.3%
Subtotal	\$31,679,815	\$33,542,641	\$1,862,826	\$29,156,173	\$34,067,732	\$4,911,559	28.8%
AC Transit	10,071,444	10,744,739	673,295	9,376,254	11,306,054	1,929,800	9.5%
BART	28,342,006	30,568,847	2,226,841	26,252,816	32,788,714	6,535,899	27.7%
SFMTA	40,009,868	41,217,024	1,207,156	37,372,122	40,147,828	2,775,705	33.9%
Subtotal	\$78,423,318	\$82,530,609	\$4,107,291	\$73,001,192	\$84,242,596	\$11,241,404	71.2%
Bay Area Total	\$110,103,133	\$116,073,250	\$5,970,117	\$102,157,365	\$118,310,328	\$16,152,963	100.0%
Statewide Total	\$210,214,500	\$208,183,250	(\$2,031,250)	\$195,986,000	\$196,873,000	\$887,000	

*Source: California State Controller's Office, <http://www.sco.ca.gov>

**Normalized to MTC regional total.



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Memorandum

TO: Transit Finance Working Group
FR: Christina Hohorst
RE: Short-Range Transit Plan (SRTP) for FY2014-15

DATE: September 4, 2013

During FY2011-12 through FY2012-13, federal and local funding was provided to small operators in the Bay Area who were required to produce full SRTPs. This year, staff intends to recommend funding for the seven largest operators to complete SRTPs. Small operators will not be required to produce full- or mini- SRTPs this year.

Transit Sustainability Project

MTC Resolution 4060 approves the recommendations of the Transit Sustainability Project. In FY2012-13, the largest seven transit agencies in the Bay Area that are subject to performance measures and targets (AC Transit, BART, Caltrain, Golden Gate Transit, SFMTA, SamTrans, and Santa Clara VTA), adopted and submitted to MTC strategic plans to meet one or more of the targets listed in Attachment A to the resolution. The SRTPs should be developed to support and expand upon the goals and concepts in the strategic plans.

Proposed Funding and Administration

Staff proposes that SRTPs be funded at \$40,000 per large operator. Based on specific needs of operators, MTC will provide additional consultant support if requested by a large operator. Any agency interested in receiving additional assistance with preparing its SRTP should contact the MTC project manager directly. The consultant is contracted with MTC, but will work directly with each interested operator on crafting and executing the scope of work.

Proposed Schedule

The following schedule is proposed for SRTPs in FY2013-14:

MTC approves FY2013-14 SRTP funding and guidelines	September 2013
SRTP funding contracts executed	November/December 2013
Draft SRTP due to MTC	June 1, 2014
Final SRTP due to MTC	September 1, 2014

Please contact me at chohorst@mtc.ca.gov or (510) 817-5869, or Kenneth Folan at kfolan@mtc.ca.gov if you have any questions.



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Memorandum

TO: Transit Finance Working Group

DATE: Sept. 4, 2013

FR: Craig Bosman

RE: Transit Performance Initiative – Investment Program Update

Background

The Commission committed \$82 million in federal Cycle 2 STP/CMAQ funds to the Transit Performance Initiative (TPI) Investment Program, allocating \$28 million to date. The first round of funding was limited to major transit corridors and four transit agencies.

TPI Investment Program Round 2

The next round of funding, expected to be \$27 million, is tentatively scheduled for Commission consideration in early 2014.

Over the next several months, staff will continue to work with transit operators to develop guidelines and release a call for projects in late 2013. Proposed guidelines for the second round include:

- All FTA-eligible Bay Area transit operators may apply.
- Improvement of operating speed and/or ridership on high-use trunk routes remains the primary goal; however, other routes with significant potential for improvement in these measures are eligible. System-wide or multi-location projects that would have a positive impact on specific corridors are also eligible.
- Project implementation schedule will be similar to the first round. Projects should be under construction within 18 months of funding approval.

MTC staff seeks your input in further developing the guidelines for the next round of TPI funding. A draft set of guidelines, including draft schedule, is attached to this memo.

Fall 2014 Semi-Annual Update to Commission

Staff intends to update the Commission this October on implementation of Round 1 projects. Requests for updates were sent to project sponsors in August.

For more information or to provide additional feedback, please contact Craig Bosman at cbosman@mtc.ca.gov or 510.817.5770, or Kenneth Folan at kfolan@mtc.ca.gov or 510.817.5804.

Draft Guidelines – Presented to TFWG September 4, 2013

RE: Call for Projects for Transit Performance Initiative (TPI) Round 2

To: Eligible Applicants

On [insert date], the MTC Programming and Allocations Committee authorized the release of the call for projects for the second round of the Transit Performance Initiative – Major Corridors funding. This is a \$27 million program to fund low-cost capital investments that improve operations and customer experience on major transit corridors and systems. **All STP/CMAQ-eligible operators may apply for this pool of funds. The implementing agency or a co-implementing agency may be the local roadway owner/operator.**

The goal of the program is to provide incentive funding for lower-cost improvements that can be implemented quickly on heavily traveled transit corridors and systems and, where possible, to leverage existing agency efforts and plans in that direction.

Applications are due by 4 p.m., [insert date].

1. Background

The region's urban trunk network of major transit lines carries over half the total ridership in the region and coincides with areas where the region is forecasting significant growth. This network includes both bus and light rail operations on heavily traveled, congested urban corridors. Despite relatively slow operating speeds these routes nonetheless generate significant ridership. The TPI program will continue to fund low-cost capital improvements that improve operations and customer experience in this urban trunk network. Other eligible projects will make similar improvements for commuter rail passengers; facilitate connections between transit in these urban corridors and other transit; implement system-wide improvements that help with operating speed and/or customer experience in congested urban corridors; or implement corridor-level improvements in operating speed and/or customer experience on other corridors with high potential for transit growth. The improvements being sought are those that can be implemented quickly and that build on existing transit agency programs to identify ways to improve service productivity.

2. Project Selection

2.1 Eligibility

Characteristics of projects that are eligible for this program are:

- 1) The investment must be a capital project resulting in improved operating speed or frequency using the existing fleet size, not the addition of more frequent service to the route.
- 2) The selected corridor could be a route, a portion of a route, or a corridor where several services merge. Improvements that take place system-wide or in multiple locations and make significant impacts on such corridors are also eligible. If a system-wide or multi-location improvement is to be made, the funding application should still focus on the impacts to one or more specific corridors.

3) Project corridor locations can be:

- Urban trunk bus or light rail route with high ridership/passenger miles but below system average operating speed (under 15 mph), or
- Other bus, commuter rail, or light rail route with significant potential for improvement in operating speed and/or ridership, or
- Improvement of transit connections (including with heavy rail) between services on at least one of the above corridor types.

4) The targeted route must have frequent service (15 minutes or better)

5) All project phases are eligible, but priority will be given to construction activities.

6) The project must be able to meet the FHWA obligation of funds deadline: *[Insert date – will be approximately two years after MTC adoption of TPI projects]*.

6) All projects must meet CMAQ eligibility requirements and be able to provide the required 11.47% local match for these federal funds. Link to guidelines: <http://www.fta.dot.gov/documents/cmaq08gd.pdf>

2.2 Application Process

The application forms for this program are attached as Appendix A and B (Note: not yet developed). All applications for eligible projects received by the deadline shown on page 1 will be reviewed by an evaluation committee convened by MTC. Applications received after the deadline will not be considered.

Complete applications that clearly demonstrate the two-part process shown below will be given high priority for funding. Please limit the application to 10 pages.

- Part 1: Purpose and Need
Submit priority corridors, including:
 - Corridor description (general overview – length, land use, origins and destinations served, etc.)
 - Existing ridership (and passenger miles) by time of day and day of week
 - Service types and levels
 - Average current speed by time of day
- Part 2: Action Plan (estimates developed by each agency and reviewed by MTC for reasonableness)
 - Proposed speed improvements with associated operating costs and travel time savings
 - Total route time savings and change in resource requirements
 - Estimated change in ridership/revenue (estimates developed by each agency and reviewed for reasonableness)

Projects that do not receive funding immediately may be placed on an eligibility list, in case one or more approved projects cannot be pursued within the established timeframe.

2.3 Project Evaluation

The following criteria will be used to evaluate proposals for the grant program. Based on the evaluation of all eligible projects and funding availability, MTC staff will forward a ranked list of projects to the Commission for approval.

- Project readiness and project management capacity (40%)
 - Priority given to project that can be implemented within 12-24 months of grand award
 - Evidence of engineering and operational support from local jurisdictions (roadway owner-operators)
- Cost-effectiveness and Performance Indicators (60%)
 - Travel time savings (i.e., passenger seconds saved)
 - Operating cost savings (e.g., cost per reduced operating cost)
 - Other benefits to existing and new riders
 - Priority given to corridors with more frequent service and higher passenger volumes

If selected and approved by the Commission, project sponsors will be required to submit a board-approved resolution of support (sample STP/CMAQ resolution of support attached as Appendix C, specific resolution for this project will be provided to selected agencies) and shall enter into their own grant with FHWA/FTA, and comply with all applicable federal requirements.

3. Applying for Funds & Timeline

All interested and eligible applicants should submit project information using the form provided in Appendix A. The timeline for application review and approval is as follows:

Action	Tentative Timeline – Subject to change
Call for Projects is released	Late December
Applications due	Late January
Recommendation of Projects to Programming and Allocations Committee/Transit Sustainability Select Committee (referral to Commission)	Early March
MTC adopts TPI projects	Late March

Please send 4 copies of the completed applications and one electronic copy to:

Transit Performance Initiative
Programming and Allocations Section
Attn: Craig Bosman
Metropolitan Transportation Commission
101 Eighth Street
Oakland, CA 94607
cbosman@mtc.ca.gov

If you have any questions regarding this program, please contact Alix Bockelman at (510) 817-5850.



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TFWG Item 09

Memorandum

TO: Transit Finance Working Group

DATE: September 4, 2013

FR: Shruti Hari

RE: Revisions to FY13 and FY14 TCP Programs

This item includes updated information on the final revisions to the FY13 Transit Capital Priorities (TCP) program and preliminary revisions to the FY14 program. These revisions include adjustments to the FY14 program to reflect updated revenue projections and revised carry-over balances from FY13.

FY13 Final TCP Program Revisions

A previous memo, presented to the TFWG in June, included additional information on the FTA FY13 apportionments and the revisions made to reconcile FY13 TCP program projections with final apportionment amounts released by the FTA in May. Soltrans subsequently requested revisions to their FY13 programming, which are incorporated in the attachment E for FY13 5307.

FY13 final apportionments were released too late to make the final FY13 program revisions in the last amendment to the 2011 TIP in May, so the TIP is being revised to reflect the final program in the first amendment to the 2013 TIP, which is being presented to the Commission for approval in September.

The TCP program resolution for FY13 and FY14, MTC Res. 4084, Revised, is also being revised and presented to the Commission in September.

FY14 Preliminary TCP Program Revisions

The attachments include updated apportionment projections for FY14 based on the FY13 final apportionments. The revised projections total \$392.5 million, a reduction of \$1.4 million or 0.4% from the original projections. The largest revision is in Section 5307 in the Antioch urbanized area, where the projection was reduced by \$728,000 or 10.7%. The reduced apportionment estimates are offset by the proposed programming of about \$2.1 million of the remaining balance of Cycle 2 STP Transit Capital Rehabilitation funds.

Revisions to the FY14 Transit Capital Priorities (TCP) program to reflect updated revenue projections and revised carry-over balances from FY13 included the following minor changes:

- BART's CAR Exchange PM Project partially transferred from 5307 and 5337 to STP and programming for ECCTA buses partially transferred from 5307 to STP due to the reduced apportionment projections in the Antioch UA.
- ADA Operating set-aside amounts were adjusted to keep the ADA program within the 10% limit;
- Programming for transit enhancement projects were adjusted to 1% of the apportionment;
- Minor adjustments to some 5307 projects and all the 5339 projects to reflect latest projected apportionments and previous year carryover numbers.
- Revisions to the 5339 program to add funds for those operators that elected to roll over their FY13 5339 funds to FY14: ECCTA, Soltrans, and Sonoma County.
- Revisions to the 5307 and 5339 programs to reflect the new revenue-sharing agreement for Santa Rosa UA funds between Santa Rosa City Bus and Sonoma County Transit.

Projects that have been revised as summarized above are highlighted in orange in Attachments A through D. The preliminary FY14 revisions outlined above will be made in the TIP in the next amendment which will go to the Commission in November.

The FY14 program will be finalized after FY14 apportionments are released by FTA, most likely in Spring 2014. FTA cannot release the apportionments until Congress enacts FY14 appropriations or a continuing resolution that covers all of FY14.

Please contact Glen Tepke at gtepke@mtc.ca.gov or 510-817-5781 or Shruti Hari at shari@mtc.ca.gov or 510-817-5960 if you have any questions or comments.

Attachment A. FY2013-14 FTA Section 5307 Program of Projects															
TIP ID	Operator	Project Description	Total	Urbanized Area											
				San Francisco-Oakland	San Jose	Concord	Antioch	Santa Rosa	Vallejo	Fairfield	Vacaville	Napa	Livermore	Gilroy-Morgan Hill	Petaluma
		Projected Apportionments	209,466,709	128,181,461	35,548,430	20,928,928	6,088,147	4,201,669	4,307,976	2,506,347	1,722,580	1,920,552	1,493,054	1,458,225	1,109,340
		Actual Apportionments	0												
		Previous Year Carryover	22,239,789	14,169,638	0	3,976,389	10,433	0	729,837	0	1,131,023	0	2,222,469	0	0
		Total Available	231,706,498	142,351,099	35,548,430	24,905,317	6,098,580	4,201,669	5,037,813	2,506,347	2,853,603	1,920,552	3,715,523	1,458,225	1,109,340
Lifeline Set-Aside (JARC Projects)															
TBD	TBD	TBD - Reserved for future programming	2,889,856	1,445,109	580,429	124,656	127,649	135,550	140,014	95,958	41,640	72,621	32,239	61,954	32,037
		Total Lifeline Set-Aside	2,889,856	1,445,109	580,429	124,656	127,649	135,550	140,014	95,958	41,640	72,621	32,239	61,954	32,037
ADA Set-Aside															
ALA990076	AC Transit	ADA Set-aside	3,987,520	3,987,520	0	0	0			0			0	0	
ALA050042	ACE	Preventive Maintenance	510,043	215,253	0	294,790	0			0			0	0	
BRT99T01B	BART	ADA Paratransit Capital Accessibility Improve	3,003,174	1,888,360	0	963,342	151,472			0			0	0	
SM-050040	Caltrain	ADA Set-aside	960,667	427,441	533,226	0	0			0			0	0	
CC-99T001	CCCTA	ADA Set-aside	676,696	0	0	676,696	0			0			0	0	
CC-030035	ECCTA	ADA Set-aside	530,109	0	0	0	530,109			0			0	0	
MRN090033	GGBHTD	ADA Set-aside	451,907	451,907	0	0	0			0			0	0	
ALA990077	LAVTA	ADA Set-aside	306,948	0	0	169,233	0			0			137,715	0	
MRN110047	Marin Transit	ADA Set-aside	677,860	677,860											
NAP030004	Napa VINE	ADA Set-aside	29,966	0	0	0	0		29,966				0	0	
SM-990026	SamTrans	ADA Set-aside	1,005,996	1,005,996	0	0	0		0				0	0	
SF-990022	SFMTA	ADA Set-aside	3,783,639	3,783,639	0	0	0		0				0	0	
SOL110025	SolTrans	ADA Set-aside	674,610	273,821	0	0	0		400,789				0	0	
SCL050046	VTA	ADA Set-aside	3,166,259	0	3,021,617	0	0		0				0	144,642	
CC-990045	WestCat	ADA Set-aside	109,379	109,379	0	0	0		0				0	0	
		Total ADA Set-Aside	19,874,773	12,821,176	3,554,843	2,104,061	681,581	0	430,755	0	0	0	137,715	144,642	0
Vehicle Procurement Reserve															
		Total Vehicle Procurement Reserve	0	0	0	0	0	0	0	0	0	0	0	0	0
		Total Program Reductions	22,764,629	14,266,285	4,135,272	2,228,717	809,230	135,550	570,769	95,958	41,640	72,621	169,954	206,596	32,037
		Funds Available for Programming	208,941,869	128,084,814	31,413,158	22,676,600	5,289,350	4,066,119	4,467,044	2,410,389	2,811,963	1,847,931	3,545,569	1,251,629	1,077,303
Capital Projects															
ALA990052	AC Transit	Paratransit Van Leasing	1,433,386	1,433,386											
ALA110117	AC Transit	Replace (28) 2000 40' Urban buses	12,280,348	12,280,348											
ALA110118	AC Transit	Replace (40) 2002 40' Urban buses	17,543,354	17,543,354											
New	AC Transit	Replace (27) 2003 60' articulated buses	20,000,000	20,000,000											
REG110044	ACE	Positive Train Control (PTC)	1,664,400			1,664,400									
REG050020	BART	BART Car Exchange Preventive Maintenance	19,073,841	12,974,424		6,099,417									
CC-110100	CCCTA	CCCTA: Replace 18 40' Heavy Duty Diesel Over the Road Buses	8,334,023			8,334,023									
CC-110099	CCCTA	CCCTA: Replace 15 40' Heavy Duty Diesel Transit Buses	6,578,760			6,578,760									
CC-070092	ECCTA	Replace Eleven, 2001 40' Gilligs	4,960,618				4,960,618								
CC-070092	ECCTA	Replace Four, 2010 Dodge Minivans	183,572				183,572								
CC-030037	ECCTA	Preventive Maintenance	55,042				55,042								
CC-070092	ECCTA	Replace Two, 2007 Cheverolet Minivans	90,118				90,118								
SOL010006	Fairfield	Fairfield Operating Assistance	2,010,389							2,010,389					
SOL110044	Fairfield	Intercity Bus Engine Replacements	400,000							400,000					
MRN110046	GGBHTD	Replace 14 - 45' OTR Coaches	7,709,590	6,642,944											1,066,646
ALA030030	LAVTA	Preventive Maintenance	196,984										196,984		
MRN110044	Marin Transit	13 Paratransit Vehicles	891,338	891,338											
MRN110042	Marin Transit	4 Local Buses	2,235,772	2,235,772											
NAP970010	Napa Vine	Napa Vine: Operating Assistance	1,799,896									1,799,896			
NAP090008	Napa Vine	Equipment Replacement & Upgrades	48,035									48,035			
SON110052	Petaluma	Replace 2 Paratransit Cutaways FY14	10,657												10,657
SM-110053	SamTrans	Advanced Communication System Upgrades	2,653,250	2,653,250											
SM-110069	SamTrans	Replacement of 19 2007 Cutaway Buses	1,837,710	1,837,710											
SON090023	Santa Rosa	Santa Rosa CityBus: Operating Assistance	1,706,658					1,706,658							
SON090024	Santa Rosa	Santa Rosa CityBus: Preventative Maintenance	627,321					627,321							
SON030012	Santa Rosa	Santa Rosa CityBus: Transit Enhancements	24,370					24,370							
SF-110050	SFMTA	50 40' Neoplan Bus Replacement	5,855,020	5,855,020											

Attachment A. FY2013-14 FTA Section 5307 Program of Projects

TIP ID	Operator	Project Description	Total	Urbanized Area											
				San Francisco-Oakland	San Jose	Concord	Antioch	Santa Rosa	Vallejo	Fairfield	Vacaville	Napa	Livermore	Gilroy-Morgan Hill	Petaluma
SF-110051	SFMTA	26 60' Neoplan Bus Replacement	4,116,619	4,116,619											
SF-110050	SFMTA	8 40' Neoplan Bus Replacement	4,643,523	4,643,523											
SF-070045	SFMTA	60 60' New Flyer Trolley Bus Replacement	12,677,488	12,677,488											
New	SFMTA	42 40' Neoplan Bus Replacement	5,000,000	5,000,000											
New	SFMTA	49 60' Neoplan Bus Replacement	8,365,234	8,365,234											
SOL110040	SolTrans	Operating Assistance	4,467,044						4,467,044						
SOL090034	SolTrans	Bus Purchase	0					0							
SON030005	Sonoma County	SCT Preventive Maintenance Program	1,690,123					1,690,123							
SON050021	Sonoma County	SCT Bus Stop Enhancements	17,647					17,647							
ALA110114	Union City	Replacement of Two (2) Transit Buses	953,135	953,135											
SOL010007	Vacaville	Operating Assistance	985,000								985,000				
SCL990046	VTA	VTA: Preventive Maintenance	32,309,303		31,057,674									1,251,629	
SCL050045	VTA	VTA: ADA Bus Stop Improvements	355,484		355,484										
CC-110093	WestCat	Replacement of 1 40' suburban diesel transit bus	438,584	438,584											
CC-110094	WestCat	Replacement of 1 40' suburban diesel transit bus	550,685	550,685											
REG090054	WETA	Ferry Channel Dredging	1,600,000	1,600,000											
REG090057	WETA	Ferry Major Component Replacement	2,000,000	2,000,000											
REG090067	WETA	Ferry Fixed Guideway Connectors	800,000	800,000											
SF-110053	WETA	Replacement Vessel	2,592,000	2,592,000											
Total Capital			203,766,321	128,084,814	31,413,158	22,676,600	5,289,350	4,066,119	4,467,044	2,410,389	985,000	1,847,931	196,984	1,251,629	1,077,303
Total Programmed			226,530,950	142,351,099	35,548,430	24,905,317	6,098,580	4,201,669	5,037,813	2,506,347	1,026,640	1,920,552	366,938	1,458,225	1,109,340
Net Balance			5,175,548	0	0	0	0	0	0	0	1,826,963	0	3,348,585	0	0

Attachment B. FY2013-14 FTA Section 5337 Program of Projects							
Tip ID	Operator	Project Description	Total	Urbanized Area			
				San Francisco-Oakland	San Jose	Concord	Antioch
		Projected Apportionments	170,205,652	115,102,099	23,992,942	26,627,310	4,483,301
		Actual Apportionments	0				
		Previous Year Carryover	17,694,767	980,896	16,713,871	0	0
		Total Available	187,900,419	116,082,995	40,706,813	26,627,310	4,483,301
Vehicle Procurement Reserve							
New	Caltrain	Railcar Replacement - RESERVED	23,230,273		23,230,273		
Total Vehicle Procurement Reserve			23,230,273	0	23,230,273	0	0
Total Program Reductions			23,230,273	0	23,230,273	0	0
Funds Available For Programming			164,670,146	116,082,995	17,476,540	26,627,310	4,483,301

Capital Projects

BRT030004	BART	Train Control	13,000,000			13,000,000	
BRT030005	BART	Traction Power	13,000,000			13,000,000	
BRT97100B	BART	Rail, Way, and Structures Program	13,000,000	8,112,854		627,310	4,259,836
ALA090065	BART	Fare Collection Equipment	6,067,914	6,067,914			
REG050020	BART	BART Car Exchange Preventive Maintenance	56,483,896	56,260,431			223,465
REG090037	BART	Railcar Replacement	500,000	500,000			
SM-03006B	Caltrain	Caltrain: Systemwide Track Rehab & Related Struct.	7,058,982	3,461,982	3,597,000		
REG110030	Caltrain	Positive Train Control/Electrification - RESERVED	7,254,018	6,127,728	1,126,290		
SF-95037B	SFMTA	Muni Rail Replacement	34,592,086	34,592,086			
SF-970073	SFMTA	Cable Car Renovation Program	960,000	960,000			
SCL990046	VTA	VTA: Preventive Maintenance	2,637,216		2,637,216		
SCL050049	VTA	VTA: Rail Substation Rehab/ Replacement	3,342,000		3,342,000		
SCL090044	VTA	VTA: TP OCS Rehab and Replacement	3,342,000		3,342,000		
SCL050002	VTA	VTA: Rail Replacement Program	3,432,034		3,432,034		
<i>Total Capital</i>			164,670,146	116,082,995	17,476,540	26,627,310	4,483,301
<i>Total Programming</i>			187,900,419	116,082,995	40,706,813	26,627,310	4,483,301
<i>Net balance</i>			0	0	0	0	0

Attachment C. FY2013-14 FTA Section 5339 Program of Projects																	
TIP ID	Operator	Project Description	Total	Urbanized Area													
				San Francisco-Oakland	San Jose	Concord	Antioch	Santa Rosa	Vallejo	Fairfield	Vacaville	Napa	Livermore	Gilroy-Morgan Hill	Petaluma		
				Projected Apportionments	12,858,686	6,796,689	2,786,620	853,717	449,436	470,500	386,190	284,012	198,271	173,692	171,727	161,361	126,471
				Previous Year Carryover	1,502,869	0	0	0	442,445	231,591	380,183	279,594	0	0	169,056	0	0
		Total Available	14,361,555	6,796,689	2,786,620	853,717	891,881	702,091	766,373	563,606	198,271	173,692	340,783	161,361	126,471		
Capital Projects																	
CC-110100	CCCTA	CCCTA: Replace 18 40' Heavy Duty Diesel Over the Road Buses	853,717			853,717											
CC-070092	ECCTA	Replace Ten, 2001 40' Gilligs	891,881				891,881										
SOL110041	Fairfield	Bus Replacement	563,606							563,606							
NAP090008	Napa Vine	Equipment Replacement & Upgrades	173,692									173,692					
SON110052	Petaluma	Replace 2 Paratransit Cutaways FY14	126,471												126,471		
SON070020	Santa Rosa	Santa Rosa CityBus: Diesel-Electric Hybrid Fixed-Route Replacement Bus	272,890					272,890									
SF-110050	SFMTA	58 40' Neoplan Bus Replacement	6,796,689	6,796,689													
SOL090034	SolTrans	Bus Purchase	766,373						766,373								
SON110049	Sonoma County	Replacement of One (1) CNG 40-Foot Orion Bus in SCT's Fixed-Route Fleet	429,201					429,201									
SCL050001	VTA	VTA: Standard and Small Bus Replacement	2,947,981		2,786,620									161,361			
				0													
		Total Capital	14,361,555	6,796,689	2,786,620	853,717	891,881	702,091	766,373	563,606	0	173,692	0	161,361	126,471		
		Total Programming	13,822,500	6,796,689	2,786,620	853,717	891,881	702,091	766,373	563,606	0	173,692	0	161,361	126,471		
		Net balance	539,055	0	0	0	0	0	0	0	198,271	0	340,783	0	0		

Attachment D. FY2013-14 Cycle 2 STP Transit Capital Rehabilitation Program of Projects

Tip ID	Operator	Project Description	Total
		<i>Projected Apportionments</i>	0
		<i>Previous Year Carryover</i>	7,153,384
		<i>Total Available</i>	7,153,384

Reserve

		Unanticipated Costs Reserve - RESERVED	1,000,000
<i>Total Reserves</i>			1,000,000

<i>Total Program Reductions</i>	1,000,000
<i>Funds Available For Programming</i>	6,153,384

Capital Projects

REG090045	Clipper	Clipper Fare Collection Equipment Replacement	0
CC-070092	ECCTA	Replace Eleven, 2001 40' Gilligs	636,763
REG050020	BART	BART Car Exchange Preventive Maintenance	1,442,263
<i>Total Capital</i>			2,079,026
<i>Total Programming</i>			3,079,026
<i>Net balance</i>			4,074,358

Attachment E. FY2012-13 FTA Section 5307 Program of Projects																
TIP ID	Operator	Project Description	Total	Urbanized Area												Apportionment Year
				San Francisco-Oakland	San Jose	Concord	Antioch	Santa Rosa	Vallejo	Fairfield	Vacaville	Napa	Livermore	Gilroy-Morgan Hill	Petaluma	
CC-070092	ECCTA	Replace Two, 2007 Chevrolet Minivans	0				0									2013
CC-070092	ECCTA	Replace One, 2003 DR Cutaway/Van	89,787				89,787									2013
CC-070092	ECCTA	Replace One, 2006 DR Cutaway/Van	66,932				66,932									2013
CC-030037	ECCTA	Preventive Maintenance	266,647				266,647									2013
SOL010006	Fairfield	Fairfield Operating Assistance	2,378,311							2,378,311						2013
MRN110045	GGBHTD	Replace 7 - 40' Diesel Buses	3,008,005	1,949,244											1,058,761	2013
ALA030030	LAVTA	Preventative Maintenance	930,037										930,037			2011
ALA030030	LAVTA	Preventative Maintenance	469,329										469,329			2012
MRN110043	Marin Transit	Replace 7 Local Buses	4,057,707	4,057,707												2013
NAP970010	Napa Vine	Napa Vine: Operating Assistance	1,776,524									1,776,524				2013
NAP090008	Napa Vine	Equipment Replacement & Upgrades	46,814									46,814				2013
SON110051	Petaluma	Replace 2 Paratransit Cutaways FY13	5,158												5,158	2012
SON110051	Petaluma	Replace 2 Paratransit Cutaways FY13	4,202												4,202	2013
SM-110062	Samtrans	Replacement of 1998 Gillig Buses	17,397,271	17,397,271												2013
SM-110070	Samtrans	Replacement of 14 2009 Minivans	619,597	619,597												2013
SM-030023	Samtrans	Preventive Maintenance	6,896,630	6,896,630												2013
SON090023	Santa Rosa	Santa Rosa CityBus: Operating Assistance	1,678,872					1,678,872								2013
SON090024	Santa Rosa	Santa Rosa CityBus: Preventative Maintenance	1,281,664					1,281,664								2013
SON030012	Santa Rosa	Santa Rosa CityBus: Transit Enhancements	31,093					31,093								2013
SF-090043	SFMTA	45 40' NABI Replacement	7,419,719	7,419,719												2013
SF-090035	SFMTA	35 22' Paratransit vans	4,163,725	4,163,725												2013
SF-110050	SFMTA	58 40' Neoplan Bus Replacement	15,815,991	15,815,991												2012
SF-110051	SFMTA	26 60' Neoplan Bus Replacement	7,248,118	7,248,118												2012
SF-110051	SFMTA	26 60' Neoplan Bus Replacement	9,493,919	9,493,919												2013
SF-070045	SFMTA	60 60' New Flyer Trolley Bus Replacement	0	0												2013
SF-990003	SFMTA	ITS Radio System Replacement	5,000,000	5,000,000												2013
SOL110040	Soltrans	Operating Assistance	2,992,209						2,992,209							2012
SOL110040	Soltrans	Operating Assistance	1,062,937						1,062,937							2013
SOL090033	Soltrans	Maintenance Facility	1,750,000						1,750,000							
SOL090034	Soltrans	Bus Purchase	416,835						416,835							
SON030005	Sonoma County	SCT Preventive Maintenance Program	986,845					986,845								2013
SON050021	Sonoma County	SCT Bus Stop Enhancements	10,364					10,364								2013
SOL110042	Vacaville	Additional FR Buses	1,205,061								1,205,061					2012
SOL110042	Vacaville	Additional FR Buses	425								425					2013
SOL010007	Vacaville	Operating Assistance	457,886								457,886					2012
SOL010007	Vacaville	Operating Assistance	527,114								527,114					2013
SCL990046	VT A	VT A: Preventive Maintenance	777,872		756,327									21,545		2012
SCL990046	VT A	VT A: Preventive Maintenance	31,763,297		30,528,278									1,235,019		2013
SCL050045	VT A	VT A: ADA Bus Stop Improvements	350,749		350,749											2013
CC-110092	WestCat	Replacement of 8 (1988) 40' transit buses.	3,502,672	3,502,672												2013
SF-110053	WETA	Replacement Vessel	14,800,000	14,800,000												2013
REG090057	WETA	Ferry Major Component Rehabilitation - Solano	1,600,000	1,600,000												2013
REG090057	WETA	Ferry Major Component Rehabilitation - Vallejo	960,000	960,000												2013
REG090055	WETA	Ferry Propulsion System Replacement - Peralta	4,208,000	4,208,000												2013
REG090067	WETA	Ferry Fixed Guideway Connectors - Main Street Terminal	224,000	224,000												2013
Total Capital			192,944,392	119,585,204	31,635,354	16,198,860	5,197,969	3,988,838	6,221,981	2,378,311	2,190,486	1,823,338	1,399,366	1,256,564	1,068,121	
Total Programmed			214,447,098	133,931,357	35,142,846	18,410,102	5,870,266	3,988,838	6,512,965	2,472,962	2,231,559	1,894,970	1,431,166	1,460,346	1,099,721	
Net Balance			24,798,636	15,606,813	688,400	4,126,444	136,786	156,864	729,837	0	1,131,023	0	2,222,469	0	0	

Attachment F. FY2012-13 FTA Section 5309 FG Program of Projects								
Tip ID	Operator	Project Description	Total	Urbanized Area				Apportionment Year
				San Francisco-Oakland	San Jose	Concord	Antioch	
Orange - Amount is different than TIP		Projected Apportionments	0					
Yellow - Apportionment Year is not 2013		Previous Year Carryover	1,683,596	726,392	957,204	0	0	
		Total Available	1,683,596	726,392	957,204	0	0	

Capital Projects

BRT97100B	BART	Rail, Way, and Structures Program	726,392	726,392				2012
SCL050002	VTA	VTA: Rail Replacement Program	957,204		957,204			2012
<i>Total Capital</i>			1,683,596	726,392	957,204	0	0	
<i>Total Programming</i>			1,683,596	726,392	957,204	0	0	
<i>Net balance</i>			0	0	0	0	0	

Attachment G. FY2012-13 FTA Section 5337 Program of Projects								
Tip ID	Operator	Project Description	Total	Urbanized Area				Apportionment Year
				San Francisco-Oakland	San Jose	Concord	Antioch	
		<i>Projected Apportionments</i>	168,550,717	113,805,406	24,050,683	26,310,060	4,384,568	
Orange - Amount is different than TIP		<i>Actual Apportionments</i>	167,541,738	113,300,619	23,617,425	26,210,562	4,413,132	
Yellow - Apportionment Year is not 2013		<i>Previous Year Carryover</i>	0					
		<i>Total Available</i>	167,541,738	113,300,619	23,617,425	26,210,562	4,413,132	
Vehicle Procurement Reserve								
		<i>Total Vehicle Procurement Reserve</i>	0	0	0	0	0	
		<i>Total Program Reductions</i>	0	0	0	0	0	
		<i>Funds Available For Programming</i>	167,541,738	113,300,619	23,617,425	26,210,562	4,413,132	
Capital Projects								
BRT030004	BART	Train Control	13,000,000			13,000,000		2013
BRT030005	BART	Traction Power	13,000,000			13,000,000		2013
BRT97100B	BART	Rail, Way, and Structures Program	12,273,608	7,920,444		206,475	4,146,689	2013
ALA090065	BART	Fare Collection Equipment	6,067,914	6,067,914				2013
REG050020	BART	BART Car Exchange Preventive Maintenance	60,246,809	59,976,279		4,087	266,443	2013
REG090037	BART	Railcar Replacement	500,000	500,000				2013
SM-010054	Caltrain	San Mateo Bridges Replacement	4,507,581	4,507,581				2013
SM-050041	Caltrain	Caltrain: Signal/Communication Rehab. & Upgrades	1,153,437	1,153,437				2013
SM-110076	Caltrain	Caltrain TVM Replacement	980,000	980,000				2013
REG110030	Caltrain	Positive Train Control/Electrification - RESERVED	4,258,982	661,982	3,597,000			TBD
SF-95037B	SFMTA	Muni Rail Replacement	26,992,086	26,992,086				2013
SF-970073	SFMTA	Cable Car Renovation Program	960,000	960,000				2013
SF-990003	SFMTA	Radio Replacement	2,600,000	2,600,000				2013
SCL990046	VTA	VTA: Preventive Maintenance	2,601,175		2,601,175			2013
SCL050002	VTA	VTA: Rail Replacement Program	705,379		705,379			2013
		<i>Total Capital</i>	149,846,971	112,319,723	6,903,554	26,210,562	4,413,132	
		<i>Total Programming</i>	149,846,971	112,319,723	6,903,554	26,210,562	4,413,132	
		<i>Net balance</i>	17,694,767	980,896	16,713,871	0	0	

Attachment H. FY2012-13 FTA Section 5339 Program of Projects																
TIP ID	Operator	Project Description	Total	Urbanized Area												Apportionment Year
				San Francisco-Oakland	San Jose	Concord	Antioch	Santa Rosa	Vallejo	Fairfield	Vacaville	Napa	Livermore	Gilroy-Morgan Hill	Petaluma	
Orange - Amount is different than TIP		Actual Apportionments	12,658,679	6,690,972	2,743,276	840,438	442,445	463,182	380,183	279,594	195,187	170,991	169,056	158,851	124,504	
Yellow - Apportionment Year is not 2013		Previous Year Carryover	0													
Total Available			12,658,679	6,690,972	2,743,276	840,438	442,445	463,182	380,183	279,594	195,187	170,991	169,056	158,851	124,504	
Capital Projects																
CC-110095	CCCTA	CCCTA: Replace 7 30' Buses	840,438			840,438										2013
CC-070092	ECCTA	Replace Ten, 2001 40' Gilligs	0				0									2013
NAP090008	Napa Vine	Equipment Replacement & Upgrades	170,991									170,991				2013
SON110051	Petaluma	Replace 2 Paratransit Cutaways FY13	124,504												124,504	2013
SON070020	Santa Rosa	Santa Rosa CityBus: Diesel-Electric Hybrid Fixed-Route Replacement Bus	231,591					231,591								2013
SF-090043	SFMTA	45 40' NABI Replacement	6,690,972	6,690,972												2013
SOL110038	Soltrans	Technology Enhancements	0						0							2013
SON110049	Sonoma County	Replacement of One (1) CNG 40-Foot Orion Bus in SCT's Fixed-Route Fleet	0						0							2013
SOL110042	Vacaville	Additional FR Buses	195,187									195,187				2013
SCL050001	VTA	VTA: Standard and Small Bus Replacement	2,902,127		2,743,276									158,851		2013
Total Capital			11,155,810	6,690,972	2,743,276	840,438	0	231,591	0	0	195,187	170,991	0	158,851	124,504	
Total Programming			11,155,810	6,690,972	2,743,276	840,438	0	231,591	0	0	195,187	170,991	0	158,851	124,504	
Net balance			1,502,869	0	0	0	442,445	231,591	380,183	279,594	0	0	169,056	0	0	

Attachment I. FY2012-13 Cycle 2 STP Transit Capital Rehabilitation Program of Projects

Tip ID	Operator	Project Description	Total
		<i>Projected Apportionments</i>	37,000,000
		<i>Previous Year Carryover</i>	0
		<i>Total Available</i>	37,000,000

Reserve

		Unanticipated Costs Reserve - RESERVED	1,000,000
<i>Total Reserves</i>			1,000,000

<i>Total Program Reductions</i>	1,000,000
<i>Funds Available For Programming</i>	36,000,000

Capital Projects

REG090045	Clipper	Clipper Fare Collection Equipment Replacement	9,994,633
SF-070045	SFMTA	60 60' New Flyer Trolley Bus Replacement	15,502,261
SCL990046	VTA	VTA: Preventive Maintenance	3,349,722
<i>Total Capital</i>			28,846,616
<i>Total Programming</i>			29,846,616
<i>Net balance</i>			7,153,384



METROPOLITAN
TRANSPORTATION
COMMISSION

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Memorandum

TO: Transit Finance Working Group

DATE: September 4, 2013

FR: Kenneth Folan

RE: Prop 1B Update: Transit (PTMISEA) and Transit Security (CTSGP)

Recent and Upcoming Deadlines

- Due to CalEMA by April 30, 2013: Performance reports for the performance period ending March 31, 2012. Closeout reports for FY09-10 CTSGP funded projects.
- Due to Caltrans July 30, 2013: Allocation requests for all years of funding are due to Caltrans to be considered for a potential fall bond sale
- Due to Caltrans August 15, 2013: Semi-annual reports for all projects that have received an allocation and have not submitted a close-out report
- ***Due to Caltrans September 20, 2013: PTMISEA Program Expenditure Plans, per August 27, 2013 email from Wendy King, PTMISEA Program Manager at Caltrans.***

PTMISEA – Program Status

All Years: The Budget Act of 2013 re-appropriated the remaining balances from the FY 2007-08 through to the FY 2010-11 appropriations to be available for allocation until June 30, 2014 and for encumbrance or liquidation until June 30, 2018 – see Attachment 1 - excerpt from PTMISEA program guidelines, complete guidelines available at http://www.dot.ca.gov/hq/MassTrans/Docs-Pdfs/Prop%201B/PTMISEA-Guidelines_2013.pdf.

For a potential fall bond sale, Caltrans will accept allocation requests through July 30, 2013. The next appropriation may occur as part of the FY2014-15 budget. There was no new appropriation to the PTMISEA account for FY2014. Attachment 2 is a program summary. Revised expenditure plans are due to Caltrans by September 20, 2013.

FY 2011: \$1.5 billion appropriated statewide and available to allocate until June 2014. FY2011 appropriations represent three years of funding. Because of this, there was no allocation of PTMISEA funds for FY2012 or FY2013. To date, MTC staff has submitted \$144.1 million in FY2011 population-based requests to Caltrans.

Approximately \$280.8 million of the Bay Area's FY2011 PTMISEA requests (for both population-based and revenue-based funds) have been paid to date. Caltrans Division of Mass Transit released a list of projects to receive \$203 million in PTMISEA funds on October 22, 2012. The State Controller's Office released a portion of these funds on November 26, 2012 and the remainder was released on January 11, 2013.

FY 2008, 2009 and 2010: The State paid the region's remaining FY2008 and 2009 requests in March 2011.

CTSGP – Program Status

FY 2013: Cal-EMA has issued the final FY2012-13 CTSGP Program Guidelines and Application Kit including funding levels for the \$60 million FY2012-13 appropriation. On November 14, 2012 they also held a public hearing to discuss the guidance. Documents pertaining to all cycles of this program are available at <http://www.calema.ca.gov/EMS-HS-HazMat/Pages/Proposition-1B-Grant-Documents.aspx>. MTC's Commission approved the programming of approximately \$5.4 million in FY2012-13 population-based funds in January 2013.

FY 2011 and 2012: \$60 million appropriated each year for the Transit Security program. FY2012 funds are available to request until June 2013. As of July 2012, the Commission has approved about \$5.7 million in FY2012 and \$5.8 million in FY2011 population-based funds for the Transit Security program. MTC's Commission approved the programming of \$34,487 in FY2011-12 and \$13,046 in FY2010-11 population-based funds in January 2013. Attachment 3 is a summary of appropriations and requests for FY 2011 to FY 2013.

FY 2008, 2009 and 2010: Requests from these fiscal years have been paid. Please submit close out reports for any completed projects as soon as possible.

PTMISEA and CTSGP Contact Information

- PTMISEA – Stefanie Acton 916.654.8172 stefanie_acton@dot.ca.gov
- CTSGP – Amber Lane 916.845.8660 amber.lane@calema.ca.gov
- PTMISEA website: <http://www.dot.ca.gov/hq/MassTrans/Proposition-1B.html>
- CTSGP website: <http://www.homeland.ca.gov/transitsystemsafety.html>
- MTC – Kenneth Folan 510.817.5804 kfolan@mtc.ca.gov

Excerpt from PTMISEA Program Guidelines
Guidelines available at: http://www.dot.ca.gov/hq/MassTrans/Docs-Pdfs/Prop%201B/PTMISEA-Guidelines_2013.pdf

3. Appropriation

The SCO lists eligible project sponsors and the amount of funds each is to receive, per PUC Sections 99313 and 99314. The SCO notifies project sponsors of their eligibility and funding level via letter after an appropriation has been made.

The Budget Act of 2013 re-appropriated the remaining balances from the FY 2007-08 through to the FY 2010-11 appropriations to be available for allocation until June 30, 2014 and for encumbrance or liquidation until June 30, 2018.

All funds must meet the encumbrance or liquidation deadlines of the year in which they were appropriated, regardless if they have been transferred to a new project.

DRAFT - POPULATION-BASED PROPOSITION 1B - PTMISEA

			FY 2007-08			FY 2008-09			FY 2009-10				FY 2010-11						
			A			B	C=A+B		D	E				F					
Investment Category	Original MTC Estimated Prop 1B Total (FY 08 - 17)	Total Remaining (FY 10-17) from SCO *3*	FY 2007-08 Appropriated	Actual Allocations (Paid)	CARRYOVER Unallocated FY 2007-08	FY 2008-09 Appropriated	Available Lifeline: FY 2007-08 Carryover FY 2008-09 Appropriation (Adjusted for redistribution)	Actual Allocations (Paid)	FY 2009-10 Appropriated	FY 2009-10 Total Available - Including Adjustment for Urban Core Payback to Lifeline	FY 2009-10 Requests (Cycles 1, 2 and 3) - Pending Caltrans Approval and Future Bond Sale	Actual Allocations (Paid)	FY 2010-11 Appropriated	FY 2010-11 Requests Pending Caltrans Approval and Future Bond Sale	Remaining to Request FY 2010-11	Actual Allocations (Paid)			
Lifeline Transportation Program																			
Alameda	30,688,000	22,434,096	1,734,416	5,098,588					2,884,930	2,884,930	2,884,930	2,884,930	See Resolution 4033 Distribution below for FY2010-11 Appropriations						
Contra Costa	14,000,000	10,234,533	791,248		212,018	1,804,823	2,016,841	2,016,841	1,316,118	1,316,118	1,316,118	1,316,118							
Marin	3,024,000	2,210,659	170,910		45,796	389,842	435,638	435,638	284,281	284,281	284,281	284,281							
Napa	1,904,000	1,391,896	107,610		28,834	245,456	274,290	274,290	178,992	178,992	178,992	178,992							
San Francisco *1*	16,912,000	13,434,055	955,828		256,123	2,180,226	2,436,349	1,365,610	1,589,870	2,660,604	2,444,604	2,444,604							
San Mateo	7,952,000	5,958,781	449,429		120,426	1,025,140	1,145,566	1,000,000	747,555	893,121	893,120	893,120							
Santa Clara	24,304,000	18,958,018	1,373,607		368,063	3,133,173	3,501,236	2,310,367	2,284,781	3,475,650	3,475,650	3,475,650							
Solano	6,160,000	4,503,194	348,149		93,288	794,122	887,410	887,410	579,092	579,092	579,092	579,092							
Sonoma	7,056,000	5,158,205	398,789		106,857	909,631	1,016,488	1,016,488	663,323	663,323	663,323	663,323							
MTC - Regional Projects *2*			12,278,000	12,278,000															
Subtotal - Lifeline Program	112,000,000	84,283,437	18,607,987	17,376,588	1,231,399	10,482,413	11,713,818	9,306,644	10,528,942	12,936,111	12,720,110	12,720,110							
Lifeline Transportation Program - Distribution per Resolution 4033 commencing with FY 2010-11 Appropriations																			
AC Transit													8,403,487	8,403,487					
BART													8,173,010	8,173,010					
CCCTA													484,534	484,534					
Golden Gate Transit/Marin Transit													1,477,729	1,477,729					
LAVTA													240,910	240,910					
SFMTA													11,723,430	11,723,430					
SamTrans													2,272,697	2,272,697					
ECCTA													327,019	327,019					
NCTPA													597,647	597,647					
VTA													9,186,049	9,186,049					
WestCat													147,335	147,335					
Solano County Operators													1,547,328	1,547,328					
Sonoma County Operators													1,938,791	1,938,791					
Subtotal - Lifeline Program													46,519,967	46,519,967	-	-			
Urban Core Transit Improvements																			
BART Seismic	24,000,000			24,000,000															
BART Station Modernization																			
San Francisco Muni Central Subway	100,000,000	82,882,935				15,000,000		16,070,728		(1,070,734)	8,554,268	8,554,268		54,667,911		37,167,911			
Santa Clara VTA Line 522/523 BRT	45,000,000	34,802,176		9,726,977										10,000,000		10,000,000			
BART to Warm Springs	17,000,000	15,485,685						1,336,440		(1,336,440)	8,338,268	8,338,275		6,987,098		6,987,098			
East Contra Costa BART Extension	17,000,000	12,822,752				3,999,373		3,999,373						12,662,433		12,662,433			
Subtotal - Urban Core	203,000,000	145,993,548	33,726,977	33,726,977		18,999,373		21,406,541	19,083,710	16,676,541	16,892,536	16,892,543	84,317,442	84,317,442	-	66,817,442			
Small Operators/North Counties																			
Marin	3,404,473	2,488,800	565,629	565,629		318,635		318,635	320,049	320,049	0	320,049	1,414,071	1,414,071	-	546,355			
Napa	1,806,699	1,320,766	300,170	300,170		169,094		169,094	169,845	169,845	169,845	169,845	750,425	750,425	-	0			
Solano (includes Vallejo)	5,682,360	4,154,021	944,083	944,082		531,829		531,829	534,190	534,190	534,190	534,190	2,360,208	2,360,208	-	0			
Sonoma	6,449,431	4,714,780	1,071,526	1,071,526		603,621		603,621	606,301	606,301	606,300	606,300	2,678,816	2,678,816	-	2,360,972			
CCCTA	6,555,668	4,792,443	1,089,177	1,089,177		613,564		613,564	616,288	616,288	616,288	616,288	2,722,941	2,722,941	-	1,463,184			
ECCTA	3,654,151	2,671,324	607,111	607,111		342,003		342,003	343,521	343,521	343,521	343,521	1,517,777	1,517,777	-	1,517,777			
LAVTA	2,583,887	1,888,920	429,294	429,294		241,834		241,834	242,907	242,907	242,907	242,907	1,073,235	1,073,235	-	1,073,235			
Union City	956,272	699,071	158,878	158,878		89,500		89,500	89,898	89,898	89,898	89,898	397,194	397,194	-				
WestCat	907,058	663,094	150,701	150,701		84,894		84,894	85,271	85,271	85,271	85,271	376,753	376,753	-	421,988			
Subtotal - Small Operators/North Counties	32,000,000	23,393,218	5,316,568	5,316,568		2,994,974		2,994,974	3,008,270	3,008,270	2,688,221	3,008,269	13,291,420	13,291,420	-	7,383,511			
Population-based Total	347,000,000	253,670,208	57,651,532	56,420,133	1,231,399	32,476,760	11,713,818	33,708,159	32,620,922	32,620,922	32,300,867	32,620,922	144,128,829	144,128,829	0	74,200,953			
Total State-wide Appropriated	FY 2007-08 600,000,000	FY 2008-09 350,000,000	FY 2009-10 350,000,000	FY 2010-11 #####	Total Appropriated	Remaining to appropriate 2,800,000,000													

All PTMISEA funds are available for allocation until June 30, 2013, and available for encumbrance and liquidation until June 30, 2017.

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DRAFT - REVENUE-BASED PROPOSITION 1B - PTMISEA

Agency	Original MTC Estimated Prop 1B Total (FY 08 - 17)	Total Remaining (FY 10-17) from SCO *	FY 2007-08		FY 2008-09		FY 2009-10		FY 2008-09 and FY 2009-10 Remaining to Allocate	FY 2010-11			
			FY 2007-08 Appropriated	Actual Allocations (Paid)	FY 2008-09 Appropriated	Actual Allocations (Paid)	FY 2009-10 Appropriated	Actual Allocations (Paid)		FY 2010-11 Appropriated	FY 2010-11 Requests Pending Caltrans Approval and Future Bond Sale	Remaining to Allocate FY 2010-11	Actual Allocations (Paid)
Alameda CMA - for ACE	1,699,328	1,245,898	283,155	283,155	159,509	159,509	160,217	160,217		707,887	707,887	-	707,887
Soltrans (Benicia before FY11)	129,528	94,966	21,583	21,583	12,158		12,212		24,370	53,957		53,957	-
Caltrain	41,108,705	30,139,739	6,849,847	6,849,847	3,858,715	3,858,715	3,875,844	3,875,844		17,124,618		17,124,618	-
CCCTA	5,117,254	3,751,827	852,676	852,676	480,337	480,337	482,469	482,469		2,131,691	2,131,691	-	-
Dixon	41,542	30,459	6,922	6,922	3,900	3,900	3,917	3,917		17,306	17,306	-	17,306
ECCTA	2,076,372	1,522,337	345,981	345,981	194,901	194,901	195,766	195,766		864,952	864,952	-	864,952
Fairfield	724,664	531,302	120,749	120,749	68,021	68,021	68,323	68,323		301,872	301,872	-	-
GGBHTD	35,123,114	25,751,271	5,852,482	5,852,482	3,296,871	3,296,871	3,311,505	3,311,505		14,631,204	13,338,908	1,292,296	-
Healdsburg	11,217	8,222	1,869	1,869	1,053	1,053	1,057	1,057		4,671	4,671	-	4,671
LAVTA	1,606,102	1,177,550	267,621	267,621	150,759	150,759	151,428	151,428		669,053	669,053	-	669,053
NCPTA	429,082	314,592	71,497	71,497	40,276	40,276	40,455	40,455		178,743	178,743	-	178,743
SamTrans	48,424,898	35,503,763	8,068,927	8,068,927	2,568,430	2,568,430	4,565,635	4,565,635		20,172,317	18,591,271	1,581,046	199,960
Santa Rosa	1,099,151	805,867	183,149	183,149	103,173	103,173	103,631	103,631		457,873	457,873	-	-
Sonoma County Transit	1,392,500	1,020,940	232,029	232,029	130,708	130,708	131,289	131,289		580,072	580,072	-	580,072
Union City	411,210	301,488	68,519	68,519	38,599	38,599	38,770	38,770		171,297	171,297	-	-
Soltrans (Vallejo before FY11)	5,933,235	4,350,078	988,641	988,641	556,930	556,930	559,402	559,402		2,471,601		2,471,601	-
VTA	143,993,645	105,572,064	23,993,323	23,993,323	13,516,126	13,516,126	13,576,124	13,576,124		59,983,308	34,604,590	25,378,718	13,626,257
VTA - for ACE	2,371,371	1,738,624	395,136	395,136	222,592	222,592	223,580	223,580		987,841		987,841	-
WestCAT	2,484,810	1,821,792	414,038	414,038	233,239	233,239	234,275	234,275		1,035,095	1,035,095	-	835,095
SUBTOTAL	294,177,728	215,682,779	49,018,144	49,018,144	25,636,297	25,624,139	27,735,899	27,723,687	24,370	122,545,358	73,655,281	48,890,077	17,683,996
AC Transit	94,030,133	68,940,231	15,668,020	15,668,020	8,826,245	8,826,245	8,865,424	8,865,424		39,170,051	39,170,051	-	20,000,000
BART	235,238,734	172,470,379	39,197,278	39,197,278	24,057,977	24,057,977	22,178,966	22,178,966		97,993,194	97,993,194	-	39,999,373
SFMTA	309,462,843	226,889,394	51,565,067	51,565,067	29,048,079	29,048,079	29,177,022	29,177,022		128,912,666	128,912,666	-	128,912,666
SUBTOTAL	638,731,711	468,300,004	106,430,365	106,430,365	61,932,301	61,932,301	60,221,412	60,221,412	-	266,075,911	266,075,911	-	188,912,039
Revenue-based Total	932,909,439	683,982,783	155,448,509	155,448,509	87,568,598	87,556,440	87,957,311	87,945,099	24,370	388,621,269	339,731,192	48,890,077	206,596,035
	FY 2007-08	FY 2008-09	FY 2009-10	FY 2010-11	Total Appropriated	Remaining to Appropriate							
Total State-wide Appropriated	600,000,000	350,000,000	350,000,000	1,500,000,000	2,800,000,000	800,000,000							

All PTMISEA funds are available for allocation until June 30, 2013, and available for encumbrance and liquidation until June 30, 2017.

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*Total Remaining based on SCO letter dated October 30, 2009. The State reduced the original estimate due to changes in PMIA loan interest and administrative charges. The State may revise this estimate again in the future.

FY2012-13 Proposition 1B Transit Security Program Appropriations and Requests

Sponsor	FY12-13 Appropriated			FY 12-13 Requests Received by MTC			FY 12-13 Unrequested
	Population Based Formula GC 8879.58(a)(2)	Revenue Based Formula GC 8879.58(a)(3)	Total	Population Based Formula GC 8879.58(a)(2)	Revenue Based Formula GC 8879.58(a)(3)	Total	
Alameda CMA - Corresponding to ACE	10,504	28,322	38,826		28,322	28,322	10,504
Caltrain (PCJPB)	254,101	685,145	939,246	254,101	685,145	939,246	-
CCCTA	31,631	85,288	116,919	31,631	85,288	116,919	-
Dixon	257	692	949			-	949
ECCTA	12,834	34,606	47,440	12,834	34,606	47,440	-
Fairfield	4,479	12,078	16,557	4,479	12,078	16,557	-
GGBHTD	217,103	585,385	802,488	217,103	585,385	802,488	-
Healdsburg	70	187	257			-	257
LAVTA	9,928	26,768	36,696	9,928	26,768	36,696	-
NCTPA**	2,652	7,151	9,803	2,652	7,151	9,803	-
SamTrans	299,324	807,082	1,106,406			-	1,106,406
Santa Rosa	6,794	18,319	25,113			-	25,113
Sonoma County Transit	8,607	23,208	31,815	8,607	23,208	31,815	-
Union City	2,542	6,854	9,396	2,542	6,854	9,396	-
Soltrans (Formerly Vallejo and Benicia)	37,476	101,046	138,522	37,476	101,046	138,522	-
SCVTA	890,054	2,399,894	3,289,948	890,054	2,399,894	3,289,948	-
SCVTA - Corresponding to ACE	14,658	39,523	54,181	14,658	39,523	54,181	-
WestCAT	15,359	41,414	56,773			-	56,773
SUBTOTAL	1,818,373	4,902,962	6,721,335	1,486,065	4,035,268	5,521,333	1,200,002
Alameda-Contra Costa Transit District	581,219	1,567,169	2,148,388	581,219	1,567,169	2,148,388	-
Bay Area Rapid Transit District	1,454,058	3,920,646	5,374,704	1,454,058	3,920,646	5,374,704	-
City of San Francisco (MUNI)	1,912,853	5,157,714	7,070,567	1,912,853	5,157,714	7,070,567	-
SUBTOTAL	3,948,130	10,645,529	14,593,659	3,948,130	10,645,529	14,593,659	-
TOTAL	5,766,503	15,548,491	21,314,994	5,434,195	14,680,797	20,114,992	1,200,002

* Not all requests for revenue-based Transit Security Program funds may have been provided to MTC. Sponsors should confirm these requested funding amounts with their own records.

** MTC's Resolution 3882 will be updated to include NCTPA's FY11-12 and FY12-13 request in May 2013

FY2011-12 Proposition 1B Transit Security Program Appropriations and Requests

Sponsor	FY11-12 Appropriated			FY 11-12 Requests Received by MTC			FY 11-12 Unrequested
	Population Based Formula GC 8879.58(a)(2)	Revenue Based Formula GC 8879.58(a)(3)	Total	Population Based Formula GC 8879.58(a)(2)	Revenue Based Formula GC 8879.58(a)(3)*	Total	
Alameda CMA - Corresponding to ACE	10,504	28,322	38,826	10,504	28,322	38,826	-
Benicia	801	2,159	2,960			-	2,960
Caltrain (PCJPB)	254,101	685,145	939,246	254,101	685,145	939,246	-
CCCTA	31,631	85,288	116,919	31,631	85,288	116,919	-
Dixon	257	692	949			-	949
ECCTA	12,834	34,606	47,440	12,834	34,606	47,440	-
Fairfield	4,479	12,078	16,557	4,479	12,078	16,557	-
GGBHTD	217,103	585,385	802,488	217,103	585,385	802,488	-
Healdsburg	70	187	257			-	257
LAVTA	9,928	26,768	36,696	9,928	26,768	36,696	-
NCTPA**	2,652	7,151	9,803	2,652	7,151	9,803	-
SamTrans	299,324	807,082	1,106,406	299,324	807,082	1,106,406	-
Santa Rosa	6,794	18,319	25,113			-	25,113
Sonoma County Transit	8,607	23,208	31,815	8,607	23,208	31,815	-
Union City	2,542	6,854	9,396	2,542	6,854	9,396	-
Vallejo	36,675	98,887	135,562	36,675	98,887	135,562	-
SCVTA	890,054	2,399,894	3,289,948	890,054	2,399,894	3,289,948	-
SCVTA - Corresponding to ACE	14,658	39,523	54,181	14,658	39,523	54,181	-
WestCAT	15,359	41,414	56,773	15,359	41,414	56,773	-
SUBTOTAL	1,818,373	4,902,962	6,721,335	1,810,451	4,881,605	6,692,056	29,279
Alameda-Contra Costa Transit District	581,219	1,567,169	2,148,388	581,219	1,567,169	2,148,388	-
Bay Area Rapid Transit District	1,454,058	3,920,646	5,374,704	1,454,058	3,920,646	5,374,704	-
City of San Francisco (MUNI)	1,912,853	5,157,714	7,070,567	1,912,853	5,157,714	7,070,567	-
SUBTOTAL	3,948,130	10,645,529	14,593,659	3,948,130	10,645,529	14,593,659	-
TOTAL	5,766,503	15,548,491	21,314,994	5,758,581	15,527,134	21,285,715	29,279

* Not all requests for revenue-based Transit Security Program funds may have been provided to MTC. Sponsors should confirm these requested funding amounts with their own records.

** MTC's Resolution 3882 will be updated to include NCTPA's FY11-12 and FY12-13 request in May 2013

FY2010-11 Proposition 1B Transit Security Program Appropriations and Requests

Sponsor	FY10-11 Appropriated			FY 10-11 Requests Received by MTC			FY 10-11 Unrequested
	Population Based Formula GC 8879.58(a)(2)	Revenue Based Formula GC 8879.58(a)(3)	Total	Population Based Formula GC 8879.58(a)(2)	Revenue Based Formula GC 8879.58(a)(3)*	Total	
Alameda CMA - Corresponding to ACE	10,504	28,322	38,826	10,504	28,322	38,826	-
Benicia	801	2,159	2,960			-	2,960
Caltrain (PCJPB)	254,101	685,145	939,246	254,101	685,145	939,246	-
CCCTA	31,631	85,288	116,919	31,631	85,288	116,919	-
Dixon	257	692	949			-	949
ECCTA	12,834	34,606	47,440	12,834	34,606	47,440	-
Fairfield	4,479	12,078	16,557	4,479	12,078	16,557	-
GGBHTD	217,103	585,385	802,488	217,103	585,385	802,488	-
Healdsburg	70	187	257			-	257
LAVTA	9,928	26,768	36,696	9,928	26,768	36,696	-
NCTPA	2,652	7,151	9,803	2,652	7,151	9,803	-
SamTrans	299,324	807,082	1,106,406	299,324	807,082	1,106,406	-
Santa Rosa	6,794	18,319	25,113	6,794	18,319	25,113	-
Sonoma County Transit	8,607	23,208	31,815	8,607	23,208	31,815	-
Union City	2,542	6,854	9,396	2,542	6,854	9,396	-
Vallejo	36,675	98,887	135,562	36,675	98,887	135,562	-
SCVTA	890,054	2,399,894	3,289,948	890,054	2,399,894	3,289,948	-
SCVTA - Corresponding to ACE	14,658	39,523	54,181	14,658	39,523	54,181	-
WestCAT	15,359	41,414	56,773	15,359	41,414	56,773	-
SUBTOTAL	1,818,373	4,902,962	6,721,335	1,817,245	4,899,924	6,717,169	4,166
Alameda-Contra Costa Transit District	581,219	1,567,169	2,148,388	581,219	1,567,169	2,148,388	-
Bay Area Rapid Transit District	1,454,058	3,920,646	5,374,704	1,454,058	3,920,646	5,374,704	-
City of San Francisco (MUNI)	1,912,853	5,157,714	7,070,567	1,912,853	5,157,714	7,070,567	-
SUBTOTAL	3,948,130	10,645,529	14,593,659	3,948,130	10,645,529	14,593,659	-
TOTAL	5,766,503	15,548,491	21,314,994	5,765,375	15,545,453	21,310,828	4,166

* Not all requests for revenue-based Transit Security Program funds may have been provided to MTC. Sponsors should confirm these requested funding amounts with their own records.



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Memorandum

TO: Transit Finance Working Group

DATE: September 4, 2013

FR: Adam Crenshaw

RE: 2013 TIP Update

2013 TIP Approval

The 2013 TIP and Transportation-Air Quality Conformity Analysis on the 2013 TIP were adopted by the Commission on July 18, 2013 and approved by the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) on August 12, 2013. They are valid through August 12, 2017.

TIP Revision 13-04 – Amendment (Proposed)

Administrative Modification 13-04 revises 220 projects with a net increase in funding of \$635 million. Among other changes, the revision:

- Amends 139 exempt and 11 non-exempt, not regionally significant One Bay Area Grant (OBAG), Regional Safe Routes to Schools (RSRTS), Priority Development Area (PDA) Planning, and Priority Conservation Area (PCA) funded projects into the TIP;
- Updates the funding plans of 16 existing projects to reflect the programming of funds from these programs;
- Updates the funding plans of three projects (REG110017, REG110010, and REG110015) and amends in nine exempt project to reconcile the 2013 TIP with changes made as part of TIP Amendment 2011-35;
- Amends four exempt projects, three non-exempt, not regionally significant projects, and the PE phase of one non-exempt project into the TIP;
- Updates the funding plans of five Transit Capital Priority (TCP) funded projects to reflect prior programming actions;
- Updates the funding plans and back-up listings for seven grouped listings (REG110042, VAR110045, VAR110001, VAR110003, VAR110005, VAR110037, and VAR110044) and the funding plan for one individual project listing (SON090027) to reflect the latest programming information;
- Amends one new grouped listing, SHOPP Roadside Preservation (VAR130001), into the TIP and archives the older version of this grouped listing (MTC050008) as the projects in that listing have been completed;
- Deletes four exempt projects from the TIP as the funding has been redirected; and
- Archives three projects from the TIP as they have been completed.

Changes made with this revision do not affect the air quality conformity finding or conflict with the financial constraint requirements. Amendment 13-04 is scheduled for Commission approval on September 25, 2013. Caltrans approval is expected in late October, 2013 and final federal approval is expected in mid-November, 2013.

TIP Revision 13-03 – Administrative Modification (Pending)

TIP Revision 13-02 – Administrative Modification (Pending)

TIP Revision 13-01 – Administrative Modification (Approved)

Administrative Modification 13-01 revises 1 project with no net change in funding. The revision:

- Updates the funding plan of San Jose's Autumn St. Extension project to reprogram earmarked funds from FY2010 and FY2011 to FY2013.

The administrative modification is financially constrained by year and MTC relies on the State's programming capacity in the amount of \$974,000 in earmarked STP funds. MTC will update the financial plan to reflect the additional revenues with the next amendment. MTC's 2013 TIP, as revised with Revision No. 2013-01, remains in conformity with the applicable State Implementation Plan (SIP) for air quality and the revision does not interfere with the timely implementation of the Transportation Control Measures contained in SIP. The revision was approved into the FSTIP by the deputy executive director on August 15, 2013.

The 2013 TIP revision schedule (Attachment A) has been posted at the following link:

http://www.mtc.ca.gov/funding/tip/2013/2013_TIP_Revision_Schedule.pdf and project sponsors are requested to submit revision requests before 5:00 PM on the stated deadlines.

Information on TIP revisions is also available through the TIPINFO notification system (electronic mails). Anyone may sign up for this service by sending an email address and affiliation to:

tipinfo@mtc.ca.gov.

FMS is available at the following link: <http://fms.mtc.ca.gov/fms/>. Projects in all the revisions can be viewed at: <http://www.mtc.ca.gov/funding/tip/revisions.htm>.

If you have any questions regarding any TIP project, please contact Adam Crenshaw at (510) 817-5794 or acrenshaw@mtc.ca.gov. The Fund Management System (FMS) system has also been updated to reflect the approvals received.

Attachments:

A - 2013 TIP Revision Schedule as of August 20, 2013

METROPOLITAN TRANSPORTATION COMMISSION TRANSPORTATION IMPROVEMENT PROGRAM (TIP) Tentative 2013 TIP REVISION SCHEDULE - Sorted by Revision Request Submission Deadline as of August 20, 2013							
REVISION TYPE	REVISION NUMBER	REVISION REQUEST SUBMISSION DEADLINE	MTC APPROVAL *	STATE APPROVAL *	FEDERAL APPROVAL *	APPROVAL STATUS	TIP REVISION FINAL APPROVAL DATE
2013 TIP Update	13-00	Thu, Feb 21, 2013	Thu, Jul 18, 2013	Fri, Jul 26, 2013	Mon, Aug 12, 2013	Approved	Mon, Aug 12, 2013
Admin. Modification	13-01	Thu, Aug 1, 2013	Thu, Aug 15, 2013	N/A	N/A	Approved	Thu, Aug 15, 2013
Amendment	13-04	Thu, Aug 1, 2013	Wed, Sep 25, 2013	TBD (Estimated 4 weeks after MTC Approval Date)	TBD (Estimated 4 weeks after State Approval Date)	Pending	TBD
Admin. Modification	13-02	Sun, Sep 1, 2013	Mon, Sep 30, 2013	N/A	N/A	Pending	TBD
Admin. Modification	13-03	Tue, Oct 1, 2013	Thu, Oct 31, 2013	N/A	N/A	Pending	TBD
Amendment	13-07	Tue, Oct 1, 2013	Wed, Nov 20, 2013	TBD (Estimated 4 weeks after MTC Approval Date)	TBD (Estimated 4 weeks after State Approval Date)	Pending	TBD
Admin. Modification	13-05	Fri, Oct 25, 2013	Fri, Nov 22, 2013	N/A	N/A	Pending	TBD
Admin. Modification	13-06	Fri, Nov 22, 2013	Fri, Dec 20, 2013	N/A	N/A	Pending	TBD
Amendment	13-10	Sun, Dec 1, 2013	Wed, Jan 22, 2014	TBD (Estimated 4 weeks after MTC Approval Date)	TBD (Estimated 4 weeks after State Approval Date)	Pending	TBD
Admin. Modification	13-08	Wed, Jan 1, 2014	Fri, Jan 31, 2014	N/A	N/A	Pending	TBD
Admin. Modification	13-09	Sat, Feb 1, 2014	Fri, Feb 28, 2014	N/A	N/A	Pending	TBD
Amendment	13-13	Sat, Feb 1, 2014	Wed, Mar 26, 2014	TBD (Estimated 4 weeks after MTC Approval Date)	TBD (Estimated 4 weeks after State Approval Date)	Pending	TBD
Admin. Modification	13-11	Sat, Mar 1, 2014	Mon, Mar 31, 2014	N/A	N/A	Pending	TBD
Admin. Modification	13-12	Tue, Apr 1, 2014	Wed, Apr 30, 2014	N/A	N/A	Pending	TBD
Amendment	13-16	Tue, Apr 1, 2014	Wed, May 28, 2014	TBD (Estimated 4 weeks after MTC Approval Date)	TBD (Estimated 4 weeks after State Approval Date)	Pending	TBD
Admin. Modification	13-14	Thu, May 1, 2014	Fri, May 30, 2014	N/A	N/A	Pending	TBD
Admin. Modification	13-15	Sun, Jun 1, 2014	Mon, Jun 30, 2014	N/A	N/A	Pending	TBD
Amendment	13-19	Sun, Jun 1, 2014	Wed, Jul 23, 2014	TBD (Estimated 4 weeks after MTC Approval Date)	TBD (Estimated 4 weeks after State Approval Date)	Pending	TBD
Admin. Modification	13-17	Tue, Jul 1, 2014	Thu, Jul 31, 2014	N/A	N/A	Pending	TBD
Admin. Modification	13-18	Fri, Aug 1, 2014	Fri, Aug 29, 2014	N/A	N/A	Pending	TBD
TBD - To Be Determined N/A - Not Applicable / Not Required The schedule is also available at the following link: http://www.mtc.ca.gov/funding/tip/2013/2013_TIP_Revision_Schedule.pdf Note: * MTC has delegated authority to approve TIP administrative modifications, and may approve administrative modifications on, prior to, or after the tentative date listed							



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Memorandum

TO: Transit Finance Working Group

DATE: September 11, 2013

FR: Glen Tepke

RE: FTA Ferry Grant Program NOFA

Attached is a Notice of Funding Availability (NOFA) for FTA's Passenger Ferry Grant Program. This is a new FTA discretionary program created by MAP-21 with a \$30 million annual off-the-top set-aside from the Section 5307 formula program. Only ferry operators are eligible. Per the NOFA, FTA intends to prioritize ferry projects that aim to improve a system's state of good repair and that support the connection of ferry service with multiple modes of transportation. Proposals are due October 21, 2013. FTA expects to announce the selected projects in January 2014 (the September 2013 date in the NOFA is a typo).

Give the relatively small amount of funds available for a national program and the short list of eligible operators in the region, MTC will not undertake a regional program development process, as we have for some previous FTA discretionary funding programs. MTC will provide letters of support for project proposals that are reasonable and consistent with Plan Bay Area. Send requests for letters of support to Glen Tepke (gtepke@mtc.ca.gov) and Rebecca Long (rlong@mtc.ca.gov) at least two weeks prior to the proposal due date. Requests for letters should include a description of the project and its benefits that is sufficiently detailed to enable us to write the letter.